

# Navy News

MAY 1973

5p

## NEW CRUISER 'BOOSTER' FOR FLEET

The formal announcement of the contract for the first of the Royal Navy's through-deck cruisers has been hailed by defence writers as a triumphal outcome of the Service fight to retain its own air support.

Official Admiralty statements are much more restrained, pointing out that the through-deck concept is for the most effective operation of the cruiser's complement of large anti-submarine helicopters, but that if the jump-jet option is taken up, the design of the new vessel will offer "significant advantages."

However, the Defence Secretary (Lord Carrington) told a London Service gathering: "The Government is convinced of the need for the Royal Navy's through-deck cruisers to carry VSTOL aircraft."

Lord Carrington added that whether the existing Harrier VSTOL aircraft could be effectively converted to maritime use would be decided in the next two or three months.

The United States, as another current user of the Harrier, is also deeply interested in its development, and with the U.K. Government

has agreed to launch a joint study into the possibility of producing a new "super" version.

The outcome of these investigations would be of special importance to the Royal Navy in its hopes for continuing air support for the Fleet when H.M.S. Ark Royal, last of the carriers, is phased out.

The three main initial capabilities of the through-deck cruiser are (1) deployment of Sea King anti-submarine helicopters (2) command and control of naval and maritime forces (3) contribution with its Sea Dart system to area air defence.

(Continued in Page 40)

### BRIGHT GREETING



Visiting aircrew landing their aircraft at the Royal Naval Air Station, Yeovilton, are assured of a bright greeting.

Wren Air Mechanics Roslvin Card and Jane Neale are dressed in their new VIP outfits alongside a visiting plane, a "Paris" M.S.760 from Brittany.

Jane has the red hair.

### ZULU VISIT

H.M.S. Antrim's call at Durban provided an opportunity for these sailors to take a 90-mile coach trip to visit the Zulus at Eshowe.

## Hair rules already at the limit?

If letters to Navy News mean anything, few topics in the Service are of greater interest among young sailors than the length of their hair.

Whenever possible, young sailors have been asked, "What do you want," and opinion appears to be almost unanimous on at least one point — "Nothing like the Dutch or Scandinavian navies, who look like the crews of channel ferries when they come in."

One young sailor said that he and his mates "just wait to be picked up and told to get a haircut," and his suggestion was that they should be allowed to have their hair thick at the back down to the collar, but also thick at the sides so that it could be brushed down in more modern style for going ashore.

He thought this would still look smart with the hair brushed along over the ears for the wearing of caps.

#### SYMPATHY

The idea may well be an interesting talking point — and feed back from the Fleet is watched carefully at all times — but Navy News can find no evidence that further hair rules relaxation is contemplated at the present time.

There is a surprising amount of sympathy among "top brass" for youth and their hair — many seniors in the Management have sons of their own — but the view with most general support at the moment is that "we feel we have gone as far as we can in allowing a



style, with sideburns, which can be worn with caps and uniform."

One difficulty is that even now, the interpretation of guidelines allows quite widely-varying fullness, and any step farther would create new problems in establishing consistent handling.

(Opinion: See Page 18)

### NAVY NEWS WINS 'MERIT' AWARD

For the second successive year, Navy News was awarded a Certificate of Merit in the national house journal competition organized by the British Association of Industrial Editors.

## 'STORY OF YOUR LIFE' EXERCISE

"Cripes — they want the story of my life," could well be the reaction of a sailor on seeing the bulk of a questionnaire designed for completion by 3,000 personnel of the Royal Navy.

In a way, he is right.

If the Admiralty were lucky enough to have everybody's Service history, all documented with opinions, rewards, and frustrations, and then fed into a computer, many areas of planning would be clarified, instead of being exercises leaning on theory and guesswork.

The present effort is a trial, which will be watched with great interest in assessing the results, viewed against the costs. It goes wider and deeper than anything previously attempted, embracing personal and family topics as well as Service problems, in what is described as a "comprehensive occupational analysis."

Detailed research among the customers is a fact of everyday commercial life — and well known also in some other navies — giving to the R.N. experiment an importance in determining the possible scope of future investigations of the kind, as well as gaining useful immediate information.

The questionnaire can be a vital management process, but it also gives the customer an opportunity to share in the decision making — always provided he is kept informed on progress towards equating collective opinion with results.

(Details, see Page 27)

### OTHER PAGES

16 Dangers at work.  
17 Ship-swap Palliser.  
18 Minister's views.

19 Caprice pays off.  
20 Cochrane adventure.  
25 In command, at 25.

## DRAFTY'S CORNER

The very word "computer" tends to have a sinister ring about it, even in 1973; and the thought that drafting information is to be computerised during this year could send a chill down many an honest spine.

"Impersonal" . . . "Clinical" . . . "Automatic" . . . "Zombie" . . . These are some of the words the concept will conjure up. There is a vision of Drafty dominated by a Dalek, sending sailors to L.F.S. (U)s on the moon — probably out of turn.

The truth of the matter is that Drafty has been quietly snuggled up to a computer for several years already. Why else did he move from Haslemere to H.M.S. Centurion at Rowner if not to lie alongside ICL 1904 E — (for such is its name)?

The computer has hitherto been principally preoccupied with pay but at the same time as it has been churning out pay balance statements for the Pusser it has been producing quite a bit of information to help Drafty with his work. In future this help will be increased. The theory is that if the computer knows enough about the man to pay him it has the beginnings of enough knowledge about him to help Drafty to draft him.

Note the wording well. The computer will never do the drafting.

Its function will be exclusively an informatory one. It will present Drafty with the facts — in future not only facts gathered from a pay context, but also facts about preference areas, complements, and other drafting bits and pieces.

After it has been fed with these facts, it will present them to Drafty, sorted in accordance with his wishes. He will then get on with the drafting.

### Keeping up to date

A computer service is only as good as the information fed into the computer. "Garbage in — Garbage out," is a well-known computer watchword. So Drafty will have an important responsibility to keep the computer record up to date.

But it won't be only his responsibility. It will be the Fleet's, and it will be YOURS as an individual.

Even today, Drafty doesn't know you have been promoted or advanced unless someone tells him. Precisely the same thing will be true in the future. The computer record will need constant updating. As things stand today your Drafting Preference Card is the only means available to Drafty of knowing your wishes. The same will hold true in the future. There is thus no new responsibility on anyone for keeping Drafty posted. But the form itself will be different and (we in Drafting think) better.

One of the principal differences will be in respect of the main preference areas for which you may opt. At the moment these are the large geographical areas, not related to any particular locality or the distribution of jobs. Under this system it is open to Drafty to send you anywhere within that area, and you could thus find yourself volunteering for Portsmouth because you own a house in Cosham, but still end up working in Poole.

Under the new system, the main preference areas group together all the shore establishments in the main naval localities, so that anyone opting for that area will imply he wishes to be able to live within reasonable daily commuting distance of his job.

All other places are designated "Other Place Drafts" and you will be given an opportunity for expressing two such preferences in order of priority, and saying whether or not you want each of them to take priority over your first choice of main preference area.

Similarly, you will be given two choices for Local Foreign

# 'COMPUTERISED'

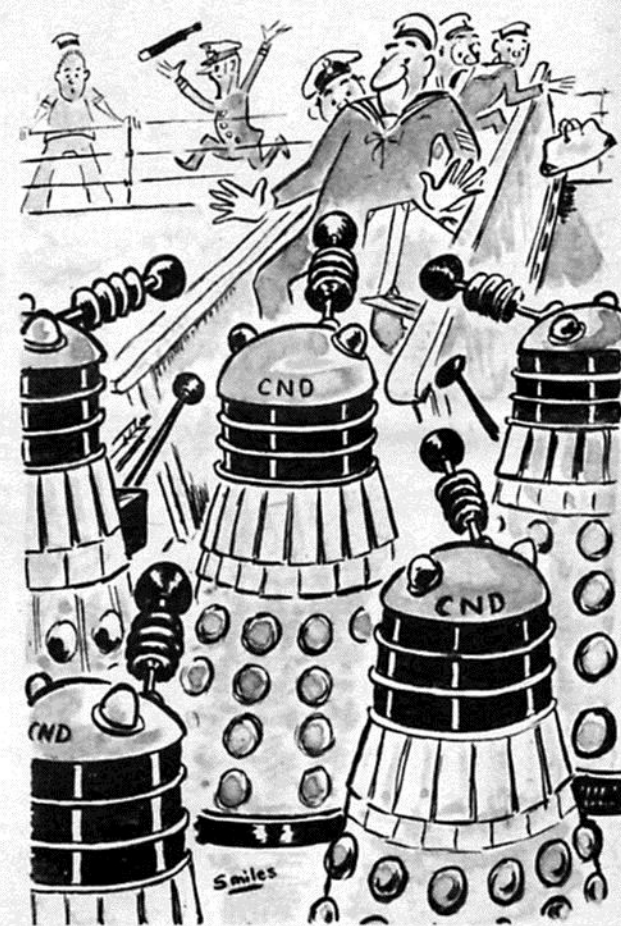
## —but with no danger from the Daleks!

Service and the chance to say whether you want such service to take preference over your U.K. shoretime. If you are eligible for Sea Service, you will be able to say which base port you would prefer, to state the sea area in which you would most like to operate, and to nominate the type or class (or name) of ship you would most like to serve in.

### Personal points

There will be, as at present, adequate space for you to express other personal factors you would like taking into consideration — whether you are married, have children at school, have your own house, and so on. There will be space for your divisional and commanding officers to endorse your wishes and to recommend you for such duties as instructor or (for junior ratings) for work unsupervised. The new DPC's for the Fleet Air Arm, Submariners and Royal Marines will provide very similar opportunities.

Detailed instructions for filling in the form will be provided in a concise set of notes which will be available in every ship and establishment. There will also be a DCI on the subject. Further, to assist you to decide your chances of getting a particular preference, the MOD will go on issuing from time to time the DCI saying, by rate and category, what billets comprise the ship's companies of



"Desire to leave ship does not compute — Expatriate!"

every shore establishment at home and abroad.

We've dwelled on the Drafting Preference Card in this article because we think it is the form in which you will be most interested. There will be other new forms associated with the computer, but not all that many.

### Improved service

It has been an aim all the way through the devising of what we call "The '73 Drafting Information System" to keep the amount of paperwork required of the Fleet down to a minimum. So while you'll see new forms, we hope you won't see too many of them, and we also hope that the greater use being made of the computer by Drafty will improve the service he provides to you.

However, the degree of success achieved will depend to a very large extent on the Fleet (and you personally) providing the computer with the right, and up to date, information.

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## SIRIUS WORK-OUT IN BERMUDA

Island visit: Three of the 52 members of the Devonport Fleet Maintenance Unit who flew to Bermuda to carry out maintenance on board H.M.S. Sirius.

The R.A.F. provided a Britannia to fly the team to and from the mid-Atlantic holiday island, where the Devonport men spent three weeks well away from the gas and railway troubles of the U.K. Led by Sub-Lieut L. S. Seldon, they carried out a heavy work load on board the Sirius and were also able to visit exotic coves and beaches frequented by affluent American tourists.

In the picture, left to right, are MEM Richard Combstock, MEM Alun Bartlett and LCEM Keith Osborne.



Photo: LA (Phot) G. Nixon.

## SEEKING SWOP DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

B. Llewellyn. Ck. H.M.S. Lewiston. (2nd MCM Squadron, based H.M.S. Vernon). Will exchange for any Portsmouth shore base.

L. B. Cameron. AA1. H.M.S. Daedalus. Due to commence courses in July to join a Wasp flight, mid-1974. Will exchange for draft to 814 or 892 Squadron.

D. B. Jenkins. PO(QA1). Plymouth Seaman School, H.M.S. Raleigh. Being drafted to H.M.S. Leopard (Portsmouth based). Will exchange for Devonport-based ship or establishment.

P. Bradbury. MEM1 (AMC). H.M.S. Victory (Ship). Being drafted to H.M.S. Dunne. June 4. Will exchange for Portsmouth-based ship.

T. Noonan. POREL. H.M.S. Gurkha. Will exchange for Portsmouth-based ship.

C. F. Dye. LStd. H.M.S. Ajax. Will exchange for Chatham or Portsmouth-based ship.

B. Whittingham. A/Std. H.M.S. St George, Portsmouth. Will exchange for any sea-going frigate.

T. Tennant. Lck. H.M.S. Lynx. Being drafted to R.N. Barracks, Portsmouth (over six months). June. Will exchange for any sea-going ship, or any Scotland-based draft.

A. K. Long. LS(RP2). H.M.S. Sirius. Being drafted to H.M.S. Osprey (nine to 12 months). Will exchange for any base or refit party in Plymouth area.

R. S. Rossiter. AB(RP Star). H.M.S. Rapid. Being drafted to H.M.S. Endurance, May 22. Will exchange for any Rosyth-based ship or establishment.

M. J. O'Brien. LS(RP1). H.M.S. Raleigh. Being drafted to H.M.S. Devonshire (GSC), September 1 (Portsmouth based). Will exchange for any Plymouth-based ship.

N. R. Davies. A/L/Whr. 771 Squadron Staff Office. H.M.S. Osprey (over six months). Will exchange for any Portsmouth shore base.

A. P. G. Ley. Pock. R.N. Air Station, Culdrose. Being drafted to H.M.S. Fife, September 19. (CPO's billet). Will exchange for draft to any ship in Devonport area.

— Davey. AB(UW Star). H.M.S. Hecate. Will exchange for draft to Portsmouth or Chatham area — barracks, ship or long refit or HSS.

P. Fallon. POMEM. H.M.S. Intrepid. Drafted to H.M.S. Osprey (18 months), June 11. Will exchange for any shore base or ship in refit in Devonport.

W. J. Greeley. LReg. RNPHQ. H.M.S. Drake. Drafted to H.M.S. Russell (Portsmouth based) August 13 for HSS. Will exchange for any Devonport-based ship.

T. Burley. MEA(H2). H.M.S. Devonshire. Drafted to H.M.S. Neptune, floating dock, for 24 years. Will exchange for any Rosyth shore billet.

P. H. Wilson. LREM. 212 Mess. Wanklyn Block, H.M.S. Neptune, Faslane (18 months). Will exchange for a shore base or ship on refit at Rosyth.

G. C. Booth. MEM1 (Scale A). Flat 4, 16, New Road, Chatham. Drafted to H.M.S. Diomedes (foreign leg — West Indies), July 16. Will exchange for draft to Portsmouth or Chatham area.

J. R. Serghison. OEM2. Mountbatten Block. H.M.S. Pembroke. Drafted to H.M.S. Ashanti August 13 (GSS — Portsmouth based). Will exchange for any Chatham-based ship of Chatham shore billet.

... Elliott. Std. H.M.S. Jupiter (GSC — expecting Far East leg shortly). Will exchange for any G.M.D.

G. H. Birkett. POMEM. H.M.S. Sultan. Being drafted to H.M.S. Juno (Chatham based), June 11. Will exchange for any Portsmouth-based ship on G.S.S. commission.

M. Hall. PO(RP1). H.M.S. Lynx (Devonport based). Will exchange for any Portsmouth-based ship or establishment.

K. A. Huntington. Std. H.M.S. Highburn. Based Rosyth area (over two years). Will exchange for any ship or shore establishment.

R. James. POREL. NATO Systems, N.O.C., H.M.S. Warrior, Northwood, Mddx. Will exchange for accompanied overseas tour; anywhere considered (Tel. Northwood 26161, Ext. 586/242).

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## FILMS FOR THE FLEET

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PARTNERS

**On screen:**  
**Ali Oops!**  
**—Or the**  
**fall of**  
**a boxing**  
**champion,**  
**round one**

Muhammad Ali, Joe Frazier, and other star scarring partners make the latest Fleet film list read like the billing for big fight night at Madison Square Garden.

In "Smokin' Joe," the story of Frazier's life up to 1972, you can see how Ali ate his "I'm the Greatest" words (first time round) with that sensational heavyweight defeat. On the same programme, but at the other end of the beauty scale: "In Search of Dracula."

Another film on the latest list to be released to the Fleet by the Royal Naval Film Corporation is "Fat City," which also has a boxing theme — the story of a fighter's dream of making a comeback.

"Fistful of Dynamite," however, has no boxing connection. It's a Western.

## AND HERE'S THE LIST

**A Fistful of Dynamite** — Rod Steiger, James Coburn. In Mexico in 1913 a bandit and his sons rob a stagecoach before meeting a dynamite expert who is persuaded to join the mob. Excellent fare for Western addicts who like a lot for their money. United Artists. No. 116.

**Smokin' Joe** — Life of the boxer Joe Frazier up to 1972 including many of his famous fights, culminating in the defeat of Muhammad Ali. **In Search of Dracula** — Bram Stoker's famous fictional count who dreamed of controlling the world by vampires. Christopher Lee narrates the legends and histories which inspired the character. Viscom Sales. No. 117.

**Melinda** — Calvin Lockhart, Rosalind Cash. A disc jockey's lovely but mys-

terious girlfriend is murdered. Plenty of action and suspense. MGM. No. 118.

**Fat City** — Stacy Keach, Jeff Bridges, Susan Tyrell. An ex-boxer working as a casual labourer dreams of making a comeback and encourages a younger man to enter the profession. The boxing scenes are first-class and the story is the simple one of combat which separates the winners from the losers. Columbia-Warner. No. 119.

**Deliverance** — Burt Reynolds, John Voigt, Ned Beatty. Exciting and spectacular drama in which four city men decide to spend a week-end in canoes on a dangerous river surrounded by mountainous country inhabited by primitive people. Columbia-Warner. No. 120.

Glenda  
(AS LADY  
HAMILTON)  
shows  
a leg

Lord Nelson left not just a magnificent naval tradition to the nation he saved from defeat — he also bequeathed enough material for several films.

Latest celluloid attempt to capture the flavour of his life and times is called appropriately "A Bequest to the Nation," stars Peter Finch as the great man and Glenda Jackson as Lady Hamilton, and will be released to the Fleet soon.

Glenda is pictured left showing a leg early in the film, which was shown at a Royal Command Performance on April 25. Also in the cast are Michael Jayston as Captain Hardy, Anthony Quayle as Lord Minto and Margaret Leighton as Lady Nelson.

... And the  
Ark goes  
on film

Going out on general release with "A Bequest to the Nation" is a supporting item which, by contrast, shows the modern Navy — a film about life on board H.M.S. Ark Royal.

The crew which filmed the documentary joined the carrier at Malta and left when the ship returned to England, taking with them thousands of feet of colour film including some good aerial photography.

They were amazed by the size and complexity of the ship. Even the director, who was familiar with carriers, having made a film in H.M.S. Eagle, found the Ark to be a vastly different proposition. But by all accounts the filmmakers thoroughly enjoyed their stay.

Starring quartet: three Wrens  
in a boat

Picture: LA Dave Casaru.

Four trim young ladies brighten the Royal Navy's stand at the London Dinghy Exhibition... all exhorting visitors to "Sail Royal Navy."

"Star" of the stand was the Ian Proctor-designed Bosun No. 627, which won the 1972 National Dinghy Championships.

Clustered around her are three members of the enthusiastic team of volunteers helping to give Navy sailing a boost — left to right, Third Officer Sally Battersby, of R.N.B. Portsmouth, Third Officer Annabel Walker (CINCNAVHOME) and Third Officer Sue Langford, of H.M.S. Vernon.

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# The name's the same

## NARWHAL MEETS NARWHAL

The scene (right) when two submarines of the same name — one British and one American — had a "family gathering" for the first time at Rosyth naval base.

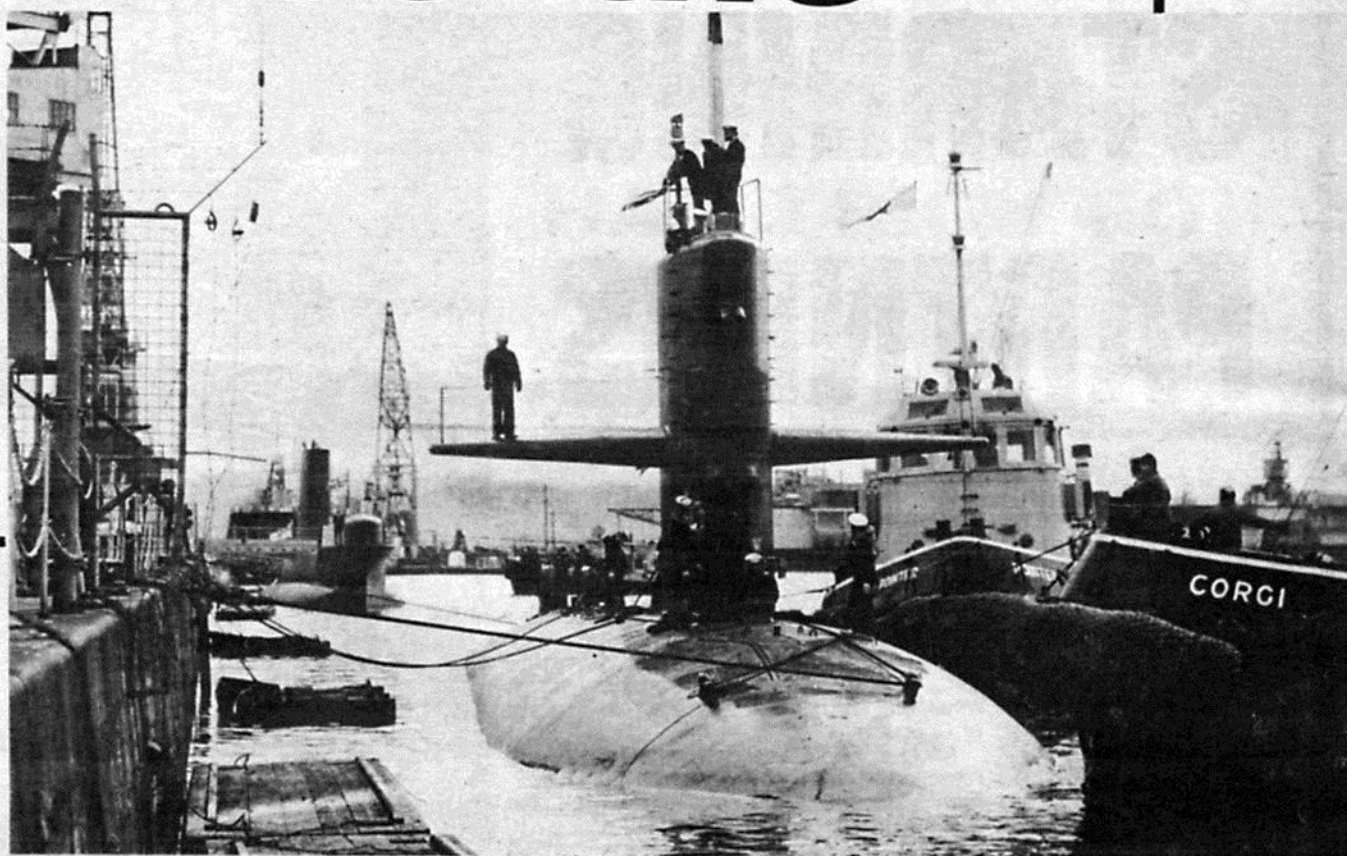
The Porpoise-class H.M.S. Narwhal (background) and the U.S. Narwhal, a nuclear-powered attack sub, got together to provide a rare picture of the meeting of two warships of the same name.

The 4,500-ton U.S. Narwhal, commissioned in

1969, was at Rosyth as part of her programme of exercises and visits in Europe.

The Royal Navy's Narwhal, 1,600-tons and commanded by Lieut-Cdr T. M. Le Marchand, was there for base maintenance.

Photo: CPO A. Jamieson.



## Club boost

Signing of a £116,000 contract brings nearer the extension and modernisation of the Royal Fleet Club, Devonport, which is to have a new block at the back of the building to provide 18 more bedrooms.

There will be a facelift for the exterior, and an extension of the bar, new dance floor and parking space for 40 cars are included.

The sum of £77,000 is being provided by the Sailors' Fund towards cost of the work. From King George's Fund for Sailors £2,000 has been allocated.

The club is still some way from complete financing of the project, but is confident that the money will be found.

## 814 RETURNS

No. 814 Naval Air Squadron, which was disbanded in July 1970, has recommissioned and is to join H.M.S. Hermes, the commando ship which bears the same name as the carrier in which the squadron originally embarked in 1939.

Then the squadron had 12 Swordfish aircraft. Now it has four Sea King helicopters, but its role is the same — to provide anti-submarine cover.

## COMMISSIONING FORECAST

The latest commissioning forecast details are as follows:

### MAY

ESKIMO FLIGHT. Wasp. May at Portland. Sea Service.  
HERMES (LPH). May. Trials crew at Devonport. Shore Service. Commissions August 17.

### JUNE

HAMPSHIRE (GM destroyer). June 4. Trials crew at Portsmouth. Shore Service. Commissions September 14. LEP.  
ENDURANCE (ice patrol ship). June 4 (tentative) at Portsmouth. 50 per cent. of ship's company. R.M. Sea Service. Home/South Atlantic/South America.

### JULY

FALMOUTH (A/S frigate). July. L.E.P. ratings replace U.K. cooks and stewards.  
CLEOPATRA (GP frigate). July 23. C and M party at Devonport. Shore Service.

### AUGUST

HERMES (LPH). August 17 at Devonport. Sea Service.

### SEPTEMBER

HAMPSHIRE (GM destroyer). September 14 (tentative) at Portsmouth. Sea Service. L.E.P.  
ARETHUSA (GP frigate). September 10. C and M party at Portsmouth. Shore Service.  
TARTAR (GP frigate). September 28. Trials crew at Portsmouth. Shore Service. Commissions January 25, 1974. L.E.P.  
BERWICK (A/S frigate). September (tentative). Pay off for refit at Gibraltar. Ship's company to transfer to H.M.S. Lowestoft.

LOWESTOFT (A/S frigate). September (tentative). Commissions at Gibraltar with ship's company from H.M.S. Berwick. Sea Service.

TARTAR FLIGHT. Wasp. September at Portland. Sea Service.  
ESKIMO (GP frigate). September 6. Trials crew at Chatham. Commissions December 14. Shore Service. L.E.P.  
AJAX (GP frigate). End of September. Trials crew at Devonport. Shore Service. Commissions November 2.

### OCTOBER

HERALD FLIGHT. Wasp. October at Portland. Sea Service.  
LLANDAFF (A/D frigate). October 26 at Chatham. Sea Service. Home/East of Suez. L.E.P.

### NOVEMBER

TRIUMPH (FMS). November (tentative). Trials crew at Portsmouth prior to acceptance into Reserve at Chatham. Shore Service.

AJAX (GP frigate). November 2 at Devonport. Captain's command with full staff. Sea Service. Home/East of Suez/Home.

### DECEMBER

ZULU FLIGHT. Wasp. December at Portland. Sea Service.  
ESKIMO (GP frigate). December 14 at Chatham. R.M. Sea Service. Home/West Indies. L.E.P. (C).

### JANUARY, 1974

MERMAID (GP frigate). January (tentative) at Chatham. Sea Service.  
TARTAR (GP frigate). January 25 (tentative) at Portsmouth. Sea Service. Home/West Indies. R.M. L.E.P.  
HERALD (survey ship). January. Reduced trials crew at Leith. Shore Service.

### FEBRUARY

GALATEA FLIGHT. Wasp. February at Portland. Sea Service.  
SALISBURY (A/D frigate). February 1 at Devonport. Sea Service.

### MARCH

HERALD (survey ship). March. Trials crew at Chatham. Shore Service. Commissions April.

### APRIL

LINCOLN (A/D frigate). April 1. Refit crew at Devonport. Refitting for S.B. Squadron. Shore Service.  
HERALD (survey ship). April at Chatham. Sea Service.

### MAY

ZULU (GP frigate). May 10. Trials crew at Rosyth. Shore Service. Commissions August 9.  
PENELOPE (GP frigate). May. C and M party at Devonport. Shore Service.  
GALATEA (GP frigate). May. Trials crew at Devonport. Shore Service. Commissions July 5.

### JUNE

ENDURANCE (ice patrol ship). June at Portsmouth. 50 per cent. of ship's company. R.M. Sea Service. Home/South Atlantic/South America.  
LYNX (A/A frigate). June. Refit crew at Rosyth. Refitting for S.B. Squadron. Shore Service.  
PHOEBE (GP frigate). C and M party at Devonport. Shore Service.

## NOTES

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A — All Cooks and Stewards; B — All Cooks and Stewards other than P.O. Cook; C — Stewards and Cooks for Captain and Wardroom.

### JULY

GRENVILLE (A/S frigate). July (tentative). Long refit party at Portsmouth. Shore Service.  
GALATEA (GP frigate). July 5 at Devonport. Sea Service. Home/East of Suez. Captain's command with full staff.

### AUGUST

ZULU (GP frigate). August 9. R.M. Sea Service.

## SUBMARINE DRAFTING

Dates shown are the final manning dates — the day when the whole crew will be complete. Draft orders will start arriving four months before this time.

Drafting preference cards for Electrical branch volunteers are required six months before the final manning date. Drafting preference cards for other branches, five months before final manning date.

Numbers in brackets indicate squadron.

WARSPITE — At Chatham. July 20.

ONYX — At Portsmouth. September 3. (1st).

OTUS — At Devonport. September 28. (1st).

ORACLE — At Portsmouth. December 28. (3rd).

OCELOT — At Rosyth. February 15, 1974. (1st).

OSIRIS — At Devonport. March 29, 1974. (3rd).

FINWHALE — At Portsmouth. April 1, 1974.  
OPOSSUM — At Chatham. June 7, 1974. (1st).

## SSAFA DISPLAY

Among the star attractions at the SSAFA air display at R.A.F. Church Fenton, Tadcaster (Yorks.) on Monday May 28 will be two aircraft from the Historic Flight of the Royal Navy, a Sea Fury and a Firefly.

The Navy will also be represented by Sea King and Wessex 5 helicopters, and abseiling team. Flying starts at 2 p.m.

## WEEK-END LEAVE SOUTHDOWN

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LEICESTER	£2.25	PORTLAND	£1.20
NORTHAMPTON	£1.80	PLYMOUTH	£1.20
LIVERPOOL	£3.45	NEWPORT	£2.30
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## Diary Dates

The dates of this year's Navy Days, Open Days, and Air Days are as follows:—

### NAVY DAYS

Plymouth and ..... August 25, 26 & 27  
Portsmouth ..... August 26 & 27  
Chatham ..... August 26 & 27

### OPEN DAYS

Portland ..... July 14 & 15  
Rosyth ..... July 22

### AIR DAYS

R.N.A.S. Culdrose ..... July 25  
H.M.S. Daedalus ..... July 28  
R.N.A.S. Yeovilton ..... September 8

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## SHIPS OF THE ROYAL NAVY

H.M.S.  
CUTLASS

H.M.S. Cutlass is the first R.N. ship of the name, although the name has previously been allocated to a dock landing ship and a destroyer, neither of which entered service.

H.M.S.  
SABRE

Only other H.M.S. Sabre was an S-class destroyer built in 1918 and broken up in 1946 after winning battle honours at Dunkirk in 1940 and in the Atlantic, 1940-3.

H.M.S.  
SCIMITAR

First H.M.S. Scimitar, also an S-class destroyer of 1918, was broken up in 1947 after winning battle honours at Dunkirk (1940), Atlantic (1940-44), Arctic (1942) and English Channel (1943-44).

## No. 210 — FIRST FAST TRAINING BOAT SQUADRON

# Number One in Europe!

Not only Number One in NATO — Number One in Europe, too. That's the unofficial slogan of the Royal Navy's First Fast Training Boat Squadron, made up of H.M. ships Cutlass, Scimitar, and Sabre.

The Portland squadron's principal task is to train NATO ships and aircraft in the art of countering fast missile- or torpedo-firing craft, with which many of NATO's potential opponents are well equipped.

And that Number One tag? All NATO nations have block allocations of numbers for their fast patrol boat squadrons; the UK is allocated Number One and uses this for the R.N. FTB Squadron. First FTB Squadron is therefore not only Number One in NATO — as most FPB squadrons are in Europe it's Number One in Europe, too.

Training is not the squadron's only function. Other tasks include:

- Providing representative targets for trials of new tactics or equipment for use against FPBs;
- High-speed escort for international power-boat races;
- High-speed demonstrations for Navy Days and similar events;
- Target towing for ship or aircraft weapon firings.

## Fanfare

Royal duties have also been part of the squadron's programme. The Cutlass, escorted by the Scimitar, took Princess Anne from Guernsey to Sark during the royal visit to the Channel Islands in May, 1972 — the Princess took the wheel in the Cutlass at over 40 knots — and the Scimitar led the Thames procession when the Queen opened London Bridge in March this year.

Other highlights have included a four-day visit to Duisburg — 120 miles up the Rhine — by the Cutlass in June, 1972 and a call at Paris in September, 1971.

Biggest joint event was the three-boat Fanfare for Europe visit to Brussels in January this year.

Built by Vosper Thornycroft at Portsmouth and launched between December 1969 and

## Airline link

It is no coincidence that the First FTB Squadron's adopted slogan — Number One in Europe — is also the slogan of British European Airways, for the two have a link.

First active liaison was a year ago when all three FTBs were at sea together off Portland for their first

"Three Boat Day" and BEA's Personality Girl, plus another stewardess, went to sea with the Squadron.

In January, BEA flew Miss Anna Farquarson, their deputy personality girl, to Brussels to attend the Squadron's "Fanfare for Europe" cocktail party.

April 1970, the three FTBs are 102ft. long with a beam of 29ft., draught of 6ft. and a full load weight of 100 tons.

## Long-range

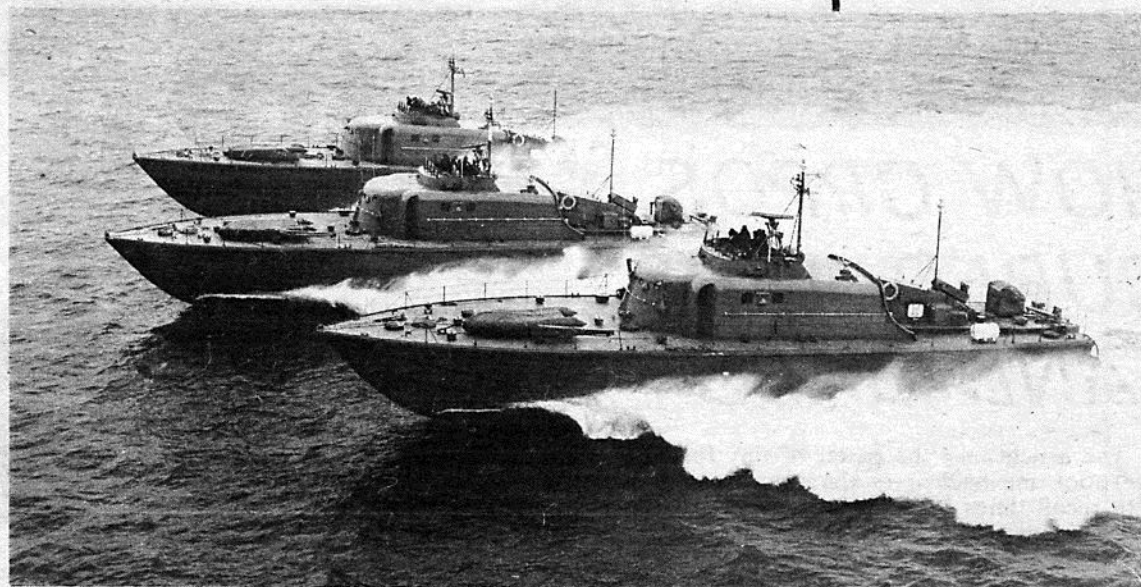
They are driven by two Rolls Royce Proteus gas turbines of 4,250 h.p. each, giving 40 knots, with two Foden 375 h.p. diesels for manoeuvring and long-range cruising. Electrical power is supplied by two Rover 35 Kw gas turbine alternators.

The FTBs are fitted with Decca

True Motion radar and their compact operations rooms contain Decca Navigators, an electromagnetic log, Kelvin Hughes echo sounder and medium frequency direction finder.

Each boat has a complement of two officers, three senior rates and seven junior ratings. Present commanding officers are Lieut. Cdr. G. L. Upton (Cutlass and FTB1), Lieut. M. D. Thorburn (Sabre), and Lieut. A. C. Gordon-Lennox (Scimitar).

In command at 25 — Page 25.



Showing their paces off Portland (from foreground): H.M.S. Scimitar, H.M.S. Cutlass, H.M.S. Sabre.

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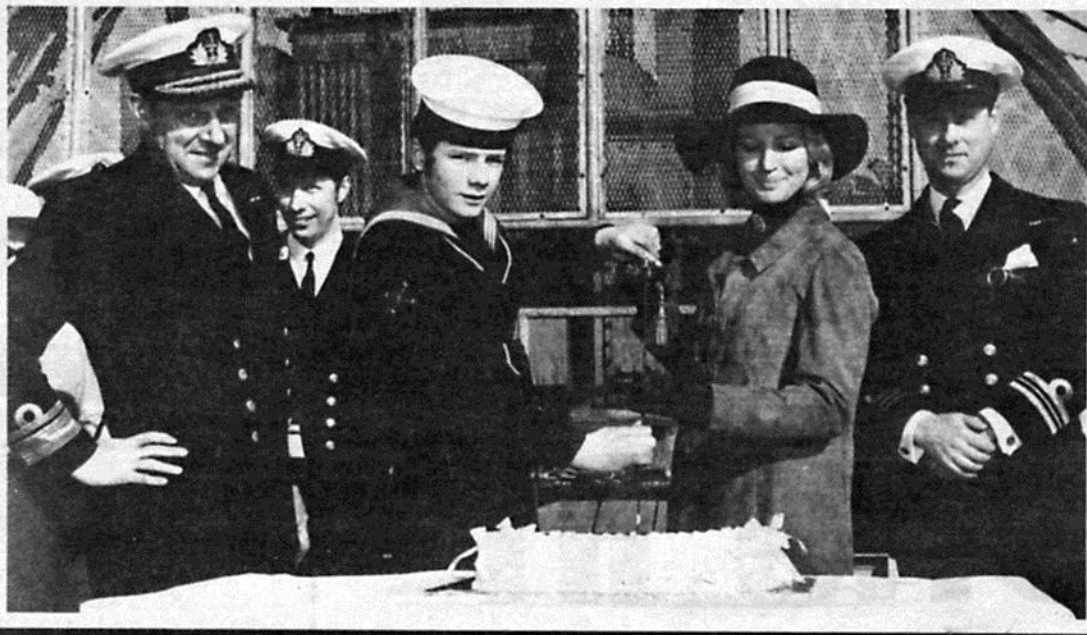
Postcards of the First Fast Training Boat Squadron or any other ship in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth PO1 3HH, price 5p each (50p per dozen). Stamps, postal order or cheque. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of a postal order or cheque for 70p. Albums to hold 64 Navy News postcards are 75p each (including postage).

Other ships in this series are:

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (pre-mod), Albion (mod), Alderney, Andrew, Andromeda, Antrim, Apollo (minelayer), Apollo (Leander class frigate), Arethusa, Argonaut, Ark Royal (pre-mod), Ark Royal (mod), Armada, Ashanti, Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick, Blackpool, Blake (pre-mod), Blake (mod), Bravo Borderer, Brighton (pre-mod), Brighton (mod), Bristol, Britannia, Broadsword, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Caryfort, Cavalier, Centaur, Charybdis, Chevron, Chichester, Cleopatra, Conqueror, Corunna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (pre-mod), Eagle (mod), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Finwhale, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire,

Hardy, Hartland Point, Hecate, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jupiter, Jutland, Kent, Kenya, Layburn, Leander, Leopard (pre-mod), Leopard (mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (pre-mod), Lynx (mod), Maidstone, Manxman, Matapan, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Penelope, Phoebe, Protector, Plymouth, Porpoise, Puma, Rapid, Reclaim, Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Rhyl, Roebuck, Rothesay, Russell, Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Sealion, Sheffield, Shoultan, Sidesham, Sirius, Stromness, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger (mod), Token, Torquay, Triumph, Troubridge, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus, Warrior, Warspite, Whitby, Woolaston, Ye-mouth, Zest and Zulu.

# RAPID'S 30th BIRTHDAY TINGED WITH SADNESS



One of the oldest ships in the Royal Navy, the training frigate H.M.S. Rapid, celebrated her birthday at Rosyth. But despite the celebration and cake-cutting ceremony there was a tinge of sadness to the occasion for as well as being the Rosyth-based ship's 30th birthday it was also her last. She is due to pay off in August before being scrapped.

Wives and families of the ship's company were on board for the cake-cutting, which was performed (picture left) by the wife of the Rapid's commanding officer (Lieut-Cdr. P. H. Wright) and

the youngest member of the ship's company, 16-year-old JS John Young. One of the guests was the Flag Officer Scotland and Northern Ireland, Rear-Admiral M. N. Lucey.

The Rapid is now used as a training ship for artificer apprentices from H.M.S. Caledonia. Two years ago she took part with H.M.S. Cavalier in an 80-mile race to decide the fastest ship in the Royal Navy. The Rapid came off second best, but still proved herself a fast ship and proceeded to survive the Cavalier, which later went for scrap.

Photo: CPO A. Jamieson.

## Letters to the Editor

### HOW OPPOS. CURED 'DIBS AND DABS'

The article on "the patter of tiny feet" (March issue) took me back over the years, and prompted me to recall times in the Navy when the patter was very evident, and was known by "the great unwashed" as the "dibs and dabs."

In some ships it was the practice when a man was discovered by the doctor to be infested by the little people to stop his leave and also that of his entire mess.

In order to prevent such a catastrophe happening, a sort of do-it-yourself therapy was involved.

The man who had all the symptoms, instead of reporting sick, would tell his oppos. They would take over, armed with a Crown and Sword open razor, some mercurial ointment, and a tin of Blue Bell.

They would all adjourn to the bathroom, where all areas would be worked over with the razor, followed by a brisk application of a paste made from the ingredients mentioned.

This meant the end of the pattering feet, and almost the end of the patient. In most cases he went berserk, and in some became a gibbering maniac, but thereafter his messmates thought the world of him.

B. Gillam  
(Ex-chief stoker)

London, SE21.

In 1928 I joined the R.A.F. and subsequently did two tours of duty with the Fleet Air Arm, but must have mixed with a very polite bunch of matelots, for not once during my service did I ever hear the expression "crabfats" used to describe those of us in the blue/grey uniform. There's always something new to learn!

I was also interested to read, in the same edition, that the R.A.F. came by its uniform through a Government surplus of that colour cloth, and that this, according to Lieut Miller, "was the only time the R.A.F. was really cost-effective."

There are those who might think there was at least one other occasion — the Battle of Britain?

J. T. Myers  
(Flt.-lieut., R.A.F., ret)

Blandford Forum.

### Useful course

On March 9 I completed my resettlement course on general education at the Army Resettlement Centre, Aldershot, the four-week course being designed to prepare Service men for their second career in either the Police, Prison, or Fire Service.

I found it very beneficial, especially when I came to take the entrance examination for Southampton Fire Brigade.

S. A. Lappage

Aldershot, Hants.

### Firefly flip

Living as I do within sight of Heathrow I was suddenly aware of a strange sound overhead, and was both astonished and delighted to catch a glimpse of a Firefly. Believe me, it was quite a sight to see this much loved aircraft, having served on 897 Squadron during the Suez business in 1956.

To Captain Leppard, R.N.A.S. Yeovilton, and the people responsible for bringing this aircraft back to life — thanks for the memory.

R. Watt

Feltham, Middlesex.

May I say "Thank you" to CPO P. Wicks of H.M.S. Endurance for sending you the photograph and progress report on Pauline Lynx Biggs (March issue).

The article was particularly nostalgic for me as I was the medical officer of H.M.S. Lynx at the time of Pauline's birth on board.

When I had joined the Lynx six months previously as a raw new entry surgeon lieutenant, I had never in my wildest

dreams imagined that a shipload of hairy sailors would present me with the job of a ship's midwife.

When Mrs. Biggs came on board she was not really in labour and I told the captain so. Next day, addressing the ship's company, he said "Our passenger is no more likely to

give birth before we reach Port Stanley than I am."

Just as we were anchoring later that night, however, Mrs. Biggs began her labour, and the baby was born. The captain then had to face the comments of, "Well sir? Now it's your turn!"

Not only myself but I feel

sure that the whole of that ship's company — and in particular the captain (Capt. James Jungius) and the sick bay tiffy (LMA Peter Williams) would be delighted to read further progress reports on Pauline.

Dr. Mike Blyth  
Kendal, Westmorland.

### The term 'S.D.'

It was pleasing a little while ago to see from a Defence Council Instruction that the term "S.D." in the case of ex-rating officers was to be discontinued.

Many of my fellow officers have sometimes found the term used in an offensive way, particularly by some senior ratings, but there is no division in wardrooms.

The term is only used by a small minority of officers from the lower deck who need the "prop," and those others who wish to deride officers.

I feel your paper does disservice to the Royal Navy by continuing to mention the abbreviation.

"Two-and-a-Half"

Hill Head, Hants.

Navy News welcomes the discontinuance of the S.D. abbreviation, but after long useage an occasional one may slip through. It is not intentional. — Editor.

### Baggage insurance

Recently I had cause to investigate the various insurances available for personal accompanied and unaccompanied baggage from overseas to the United Kingdom.

It seemed that the R.A.F. had such a scheme, and on inquiry I was informed by the firm concerned — the National Transit Insurance Company — that the scheme was also available to members of the R.N., application to be made through the establishment pay office.

The information should be of interest to persons

### Bare facts on the hot seat

Your letter in the February issue, "Caught by a bear" reminded me of something which happened during the war.

In the spring of 1944 we were refitting at a private yard where the quayside toilets consisted of a 1½ ft. tube with water running in at one side and out the other. Along the top were holes with wooden seats.

In the morning the dockyard workers used to occupy all the seats, unfold their papers, and stay there until fully read.

One day our crew made a small float of wood, rags, and paper, and occupied the upstream seat. When all the other seats had been occupied as usual, they set the float on fire and launched it down the tube.

The result was somewhat similar to the effect of the entry of the bear.

F. van Kuffeler  
(Captain, R.Neth.N., ret)

Saffron Walden,  
Essex.

travelling abroad from U.K. with their families, as the scheme gives more favourable rates than most local companies overseas.

COEA(O) Stephens

R.M.N., Sungei Nyor

### Reforms info.

I am writing a book on the conditions of service on the lower deck in the period 1900-1939, which saw some of the most important reforms in terms of pay, victualling, uniforms and discipline.

The various lower deck benefit societies played an important part in advocating these reforms, and among the readers of Navy News are, no doubt, retired officers and ratings who can recall the work of such men as Cdr. H. D. Capper in the Warrant Officers' Death Benefit Association and the Naval Warrant Officers' Journal, and Lionel Yexley, editor of The Fleet.

Similarly, there might be readers who participated in the Jerram Committee on lower deck pay in 1919, or who were involved in any of the welfare committees of the 1920s.

If anyone has any interesting information I would be grateful if they would write to me — in confidence. All letters will be answered, documents returned, and expenses paid.

Anthony Carew  
(Research Fellow)

University of Sussex,  
Brighton. BN1 9RF.

### Exeter? Never!

In your February issue you printed a picture taken in 1938, and described the ship therein as H.M.S. Exeter, but the ship in the photo has only one funnel, whereas the Exeter had two.

In my view the ship in the picture is either an American destroyer or an Argentinian frigate — but Exeter never.

P. J. Gillespie  
(Ex-CGI, R.N.)

H.M.S. Drake.

### Saw scuttling

Reading about H.M.S. Matapan, haven't you turned her into a battleship with a tonnage of 23,430?

Incidentally, I was one of the few R.N. men who saw all the scuttling of the German Fleet at Scapa, being at the time a signaller from H.M.S. Royal Sovereign who manned H.M. trawler Coal-sin for patrol round the German ships.

Nobby Blades  
ex-leading sig.)

Leek, Staff.

Sorry about the typing error, which several readers pointed out. — Editor.

### Is this unique?

A Long Service and Good Conduct Medal with two Bars (February issue) must be unique. I wonder how many there are in existence?

D. C. Woollett  
Hatfield, Herts.

## NOW HE'LL KEEP UP TO DATE WITH NAVY NEWS

I have just finished this month's copy of Navy News, loaned to me by a "cooking chum" of mine (an ex-stoker PO), and the existence of which I knew nothing until now. It's great!

In our local, the "nightingale," "sandscratches" and "dabtoes" are few and far between, the majority of bods being ex-R.A.F. or "pongoes."

My chum only left the Service a few years ago and consequently baffles these types with gen that I am sadly in ignorance about, and

therefore I usually cannot put my hand to the pumps.

As an ex-Ganges boy (1935-36), who took my twelve in 1949, I am sadly behind in up-to-date Navy-wise news, though from now on I hope to profit from your paper.

Like quite a lot of others I found the first 12 months in the "Andrew" pretty grim, but gradually found what an oppo. and having mates means when the "chips were down," in comparison with civvy street.

A couple of years after leaving the R.N. I was in uniform again

(acting corp., R.M.V.R.) in the Lord Mayor's Show, stopping at Temple Bar for the swearing-in ceremony before finishing the march through the City.

Up marched a gunner's mate (R.N.) and greeted me with, "Why you bloody turn-coat. It's years since I've seen you."

We had been together as ODs in H.M.S. Resolution (1936-38).

Best wishes and good luck to all R.N. and R.M.

R. S. Fry, D.S.M.  
London, SW12



## 'Cliff and chasm' record run

Ten members of 275 course decided half way through their five weeks at H.M.S. Royal Arthur, the Royal Naval Petty Officers' School, to try to beat the record time for the ren owned 'cliff and chasm' run.

Basically, the event consists of a team moving a 70lb. barrel up a steep sandy slope (the cliff), lifting it across a large hollow (the chasm) by impromptu jackstay, and letting it down another slope before running it up the hill in a handcart to the finishing line.

A redoubtable team spent over a week preparing for their challenge, rising at 6.30 each day to run round the course before breakfast and spending each evening practising with the gear. In the end they were rewarded by knocking 20 seconds off the record, setting a new best time of 7min. 3sec.

Led by AMN3 Hindle, of H.M.S. Heron, the team consisted of POMA Murdoch, LS Tynan, PO Evans, OEA2 Jarman, CEA2 Hierons, CEMN2 Marshall, OEMNI Wier, MEA(P)2 Skelton, and MECH3 Wood. Team timekeeper was CEA1 Morgan, and trainer PO Stwd Hibberd.

## Promotions

Authorizations for the promotion of the following ratings to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate have been issued:

To CPO — P. D. C. McNeill J928284; C. W. Kempson J919287; I. R. Camburn D050727; W. McKenzie J926385; F. W. Christie J936596; A. D. Baker J961912; D. K. Brady J956864; D. A. Plumbly J911019; A. J. Macdonald J911626; F. Brown J938607; W. E. Porter J930864.

To CA(SE) — R. Martison 963476.

To CPOEL — L. Biffin 931517.

To CPOMEM — K. J. Nolan K964183; I. C. Stewart K934706; K. D. Muldowney K934717; A. Roberts K914878; B. Priest K959848; H. Healey K955452; R. G. Davison D060074; R. S. Heighes K891561; K. Lynn K907420; I. Cameron K.965337.

To CPOCEL — J. I. Richards M984447; S. F. Stevens M941257; A. J. Whisker D061789.

To CPOOEL — A. F. Rawson M893919.

To CPOREL — R. Bennett M915294; L. M. Bell M982431.

To CCY — I. T. Edwards J956886.

To CRS — M. E. Nash J918434; P. E. Willson J935929.

To MAA — J. M. Baker M924093; N. Elliott M981794; R. N. Hews M933000; D. I. Randall M967817; B. L. Edser M936732; P. C. Courtaux M928245; M. J. A. Dulton D057625.

To CPOWTR — T. Johnson D066484; I. M. F. Gillard M972340; N. Howden D064700; D. E. Barber M932827; A. Brockbank D064507; C. Pollock D074633.

To CPQSA — G. E. C. Shaw M940990; W. Stephenson M924691; D. J. Marks M957269; D. J. Humphrey M952971.

To CPOCK — R. Hunt M919024; D. J. Barron M900341.

To CPOCAT — B. Purnell D052236.

To CPOSTD — E. D. Parker L958027; B. C. Lincoln D058094; B. A. Booth L943353; R. T. W. Kelman L918309; C. K. Cornick D054852.

To CMT — B. M. Davies M874006.

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45 superb enamels to choose from. Look for Airfix enamels in the new tins.



## POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster for petty officer and leading rates.

Those on List "A" are adjusted in accordance with DCI(RN) 767/71. Points shown against men on List "B" are as held at November 30, 1971, i.e., total points gained up to, and including, those awarded on form S.507 for May, 1971.

"Int" indicates that the roster is "Intermediate," i.e., there are fewer men on the roster than can possibly fill the expected vacancies during the next two years. Dates shown against "Int" rosters are the basic date of the top eligible man.

Men on the roster for LWtr lack service qualification. Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

### LIST "B"

PO  
110 (BD 20.12.70)  
LAM(O)/LOEM(A)  
Int (19.5.71)

LRO(T)  
90 (BD 22.1.71)

POAF/POAM(O)/POOEL(A)  
Int (17.2.72)

### Are you fit for the job?

The polished skill and obvious fitness of physical training experts never fails to arouse admiration when they perform. Ever thought of joining in?

Navy News is informed that volunteers are required for the next PT2 course, starting in September, to enable leading seaman applicants under the age of 25 to enter the Physical Training Branch of the Navy.

The course is long and demanding, but offers variety and job satisfaction to the dedicated PTI.

Details are in BR1066 art. 1014, and DCI T 367/72.

### LIST "A"

LS Int (3.10.72)	POWTR Int (21.6.71)	LWTR Int (16.10.72)
POSA 222	LSA 122	POCK 340
LCK 222	POSTD 112	LSTD Dry
RPO 148	POMEM Int (5.4.72)	LMEM Int (9.6.72)
POCEL Dry	LCM Dry	POOEL Int (6.11.72)
LOEM Dry	POREL Int (3.7.72)	LOEM Dry
RS 208	LRO(G) 169	RS(W) 76
LRO(W) Int (27.1.71)	CY 200	POMA 66
LMA 113	POAF /POAM(A/E) 56	LAM(A/E) 101
POREL(A) 143	LOEM(A) 129	POEL(A) Int (15.1.71)
LEM(A) Int (26.2.71)	POA(AH) Int (22.7.71)	LA(AH) 194
POA(PHOT) 211	POA(MET) Dry	POA(SE) 251

## Going 'foreign' in Guernsey

During H.M.S. Leander's visit to St Peter Port, Guernsey — the first "foreign" call of her new commission — many sailors, led by FCPO Jock Duncan, called at St Peter Port Hospital and Greenfields Children's Home and entertained the residents.

The children were given a large supply of sweets and toys, while the old people enjoyed a chat and a laugh.

OS Sharky Ward looked after a party of Sea Cadets who visited the ship. A big sporting programme was also arranged, including squash, rugby, soccer and hockey.

Vice-Admiral Sir Charles Mills, Lieutenant - Governor of Guernsey, and a former Flag Officer Plymouth, visited the ship.

# Join the French Foreign Legion.

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## ARK'S WARM WELCOME IN MALTA

The Maltese people were glad to see H.M.S. Ark Royal back when the carrier visited the island and they made ship's company members extremely welcome.

The Ark had arrived for an assisted maintenance period after taking part in exercises around Sicily and Sardinia, and the ship was berthed in Kalkara Creek, between St Angelo and Bighi Hospital, now standing empty.

For various reasons the carrier had to be berthed with stern tucked well into the creek and this involved some cautious manoeuvring just inside the entrance to Grand Harbour while she was swung and pushed back into the berth.

It had been the intention to provide a walkashore from the ship to St Angelo but strong winds and a swell inside the harbour made use of this impractical for most of the visit.

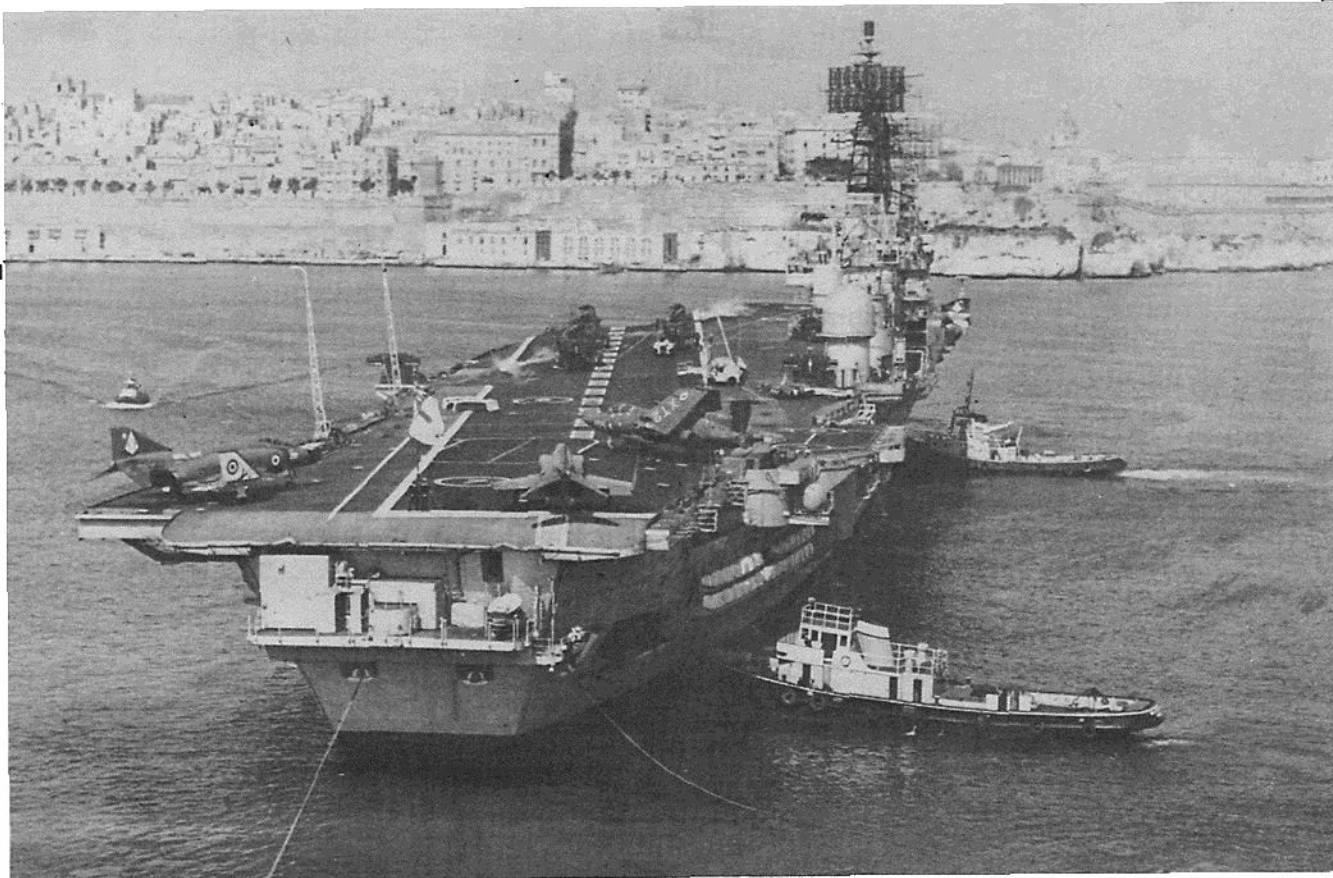
The dghaisa men were kept busy but there were occasions when even they were unable to ply and at one stage on the first Sunday there were guests on board when it was piped that all boat routines were suspended. Gleams in the fellows'

eyes, and worry and suspicion in those of the ladies!

Among many activities during the stay in Malta was the renovation of part of an orphanage and the redecoration of another. This work was carried out by a group of junior rates, supervised by Sub-Lieut. Steve Bodycote. Children from St Joseph's Orphanage at Zetjun went on board, accompanied by some of the sisters who run the orphanage.

Later the Ark headed for Plymouth for leave and maintenance. Pictured is the departure from Malta with familiar landmarks in the background.

# Glad you could come back



## Tabard captains' farewell

Five former commanding officers of H.M.S. submarine Tabard — last of the T-class submarines — bade farewell to the vessel at a pre-disposal party on board at H.M.S. Dolphin in March.

The 28-year-old submarine was spending the last of her days as a display ship at Gosport before going to the breakers' yard.

Among the party guests were Cdr. J. N. Elliott, R.N. (Rtd), and Cdr. N. B. Shacklock, the first and last commanding officers, Cdr. A. G. A. Pogson, who took the Tabard to Australia in 1961, Captain B. F. P. Samborne, and Cdr. J. F. Merewether.

Heading the guests was the Flag Officer Submarines (Vice Admiral J. A. R. Troup), Captain R. W. Garson, captain of H.M.S. Dolphin, Captain M. Murray, Chief Staff Officer (Administration) on the Admiral's staff, and Captain A. Coleman, Chief Staff Officer (Materials).

## 'KEEP HONG KONG TIDY'

During H.M.S. Mohawk's stay in Hong Kong parties from the ship were engaged in beach-clearing activities on the islands of Stonecutters, Tai Po and the leper colony of Hei Ling Chau.

After leaving Hong Kong the ship visited Bangkok for four days on her way to Singapore, where many of the wives were hoping to join their husbands during the ship's assisted maintenance period in April-May.

## Bulwark reunion



Wives and families of the ship's company of H.M.S. Bulwark gathered at Plymouth to welcome the ship home after a three-month trip to the U.S.A. and the Caribbean. Among those reunited were the Fergusons, pictured above. Leading Cook Henry Ferguson soon found himself back in the world of buns and biscuits, but judging by the happy smiles he had no complaints!

## The Sea Cadets: an appeal

The rapturous enthusiasm of boys and girls when they grow old enough to join a youth organization is tremendous reward to the people who give of their spare time to help.

Often children have to be disappointed because of a lack of leaders.

A particular affection in the Royal Navy is for the Sea Cadet Corps, in which many of the officers are former senior rates who, besides offering a splendid contribution to community needs, are also able to retain an association with the Service.

Why not see if your local unit is in need of help? At Portsmouth, for instance, four Sea Cadet officers are needed, and anyone who would be willing to give up a couple of evenings a week and the odd day at week-ends is invited to write to the Commanding Officer, T.S. Alamein, H.M.S. Excellent, Whale Island, Portsmouth.

## Keep fit? Play chess!

If you want to keep brain and body fit, try chess — but first you have to be a top-class player.

Ask Lieut.-Cdr. Derek Butler, the Navy chess champion, whose chess-playing on April 9 involved some high-speed moves and a fair bit of leg-work. He was playing 17 simultaneous games against members of the Wearde School Chess Club at Saltash — and he lost only one in the 150-minute marathon.

Lieut.-Cdr. Butler won his title in March at the first Navy chess tournament, competing against 27 officers and ratings from all over the UK.

## MODEL BOATS WANTED

Builder's models or ship models of quality (the need for renovation is no bar), half models, sextants, binnacles, navigation lamps, chronometers, and similar marine instruments and equipment.

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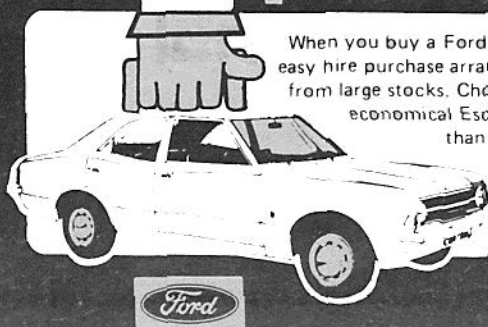
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## R.N. & R.M. DEPENDANTS' FUND—

# Are you *sure* you're a member?

Questions asked concerning a naval widow who found that she was not entitled to a grant from the R.N. and R.M. Dependants' Fund led to a call to Navy News asking if the fund's arrangements were working satisfactorily.

The man who died was known as an advocate of the Dependants' Fund and there was considerable surprise among his colleagues when the £600 expected for the widow was not forthcoming.

Navy News is assured that the records were checked and re-checked, and at no time had the rating's name been included in the membership.

The man himself should have been aware through his pay returns that

"DF" (Dependants' Fund) was not mentioned, and that no deductions had ever been made from his pay.

The auditor's report at the last annual meeting of the fund pointed out that the money received from the Director General Defence Accounts, as a result of deduction from members' pay, fell short by no less than £1,654 on the amount which should have been received, according to the membership cards at the office of the fund.

Now that all naval pay is on the computer, the office of the Dependants' Fund have been getting print-outs enabling careful checks, and a much more

efficient system should now be created.

Difficulties in the past have usually arisen from pay office error in transferring records from one ledger to another.

The rules of the fund have always laid down that responsibility for ensuring membership rests with the individual, and the figures in the auditor's report are an indication of the way in which members have failed to ensure their deductions.

All members should make a point of checking their pay records.

## Scot Dave makes short work of a long drink!

Able Seaman Dave Robinson, of the Yorkshire naval establishment of H.M.S. Forest Moor, has proved that when it comes to the tricky art of emptying a glass "yard of ale" in record time, you can't beat a good Scot.

He romped home eight seconds ahead of the other contender at an exhibition competition, Able Seaman George Churcher from the same establishment.

Dave was able to go home to his new wife with enough homebrew kits to make about 200 pints of beer. Also pictured here is shapely model Angie Graham, who acted as timekeeper for the contest.

"Ooh, isn't that . . . ?" And it was. B.B.C. announcer Richard Baker, newly-promoted lieutenant-commander in the R.N.R. taking his share of the work during the City of London Reserve Forces' Recruiting Week in April.

The London Division R.N.R. had a display stand in the City, but their main contribution to the week was the visit to London of the R.N.R. minesweeper H.M.S. Thames. River cruises were given to invited guests, the ship organized a diving display, and hundreds of schoolchildren visited her.

### INSKIP COMMUNITY AID

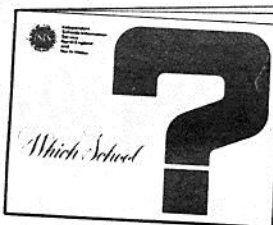
Besides being a friendship centre, the Naval Wives' Club at H.M.S. Inskip — the R.N. transmitting station near Preston — is active in community projects. Recently members raised £65 for the Royal National Lifeboat Institution, and were also able to make a donation towards a new altar cloth for St Peter's Church, Inskip.

## Spreading the R.N.R. news



## Parents' guide to independent education

Which school for your child? To help parents, ISIS have published a booklet explaining the aims of independent education and giving details of independent schools in the North of England and North Wales. For a free copy write to: Northern Independent Schools Information Service, Television House, (Dept. NN3) Mount Street, MANCHESTER M2 5PP.



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# WHEN LOVE IS NOT ENOUGH

A naval wife, disappointed over the rejection of an application for her husband and herself to be registered as foster parents, has written to Navy News, wondering if other couples in the Service have had similar experience.

"My husband is under the impression that it is because he is Navy," said the letter, "but we have our own bungalow and will not be moving."

Navy News made inquiries into the reader's letter, and it would appear that any couple — not necessarily Service — where the husband spent considerable time away from home, would be at a disadvantage compared with those with a more fixed way of life.

"After all," said a Social Services spokesman, "the first consideration must be for the child, and one aim must be to

place a child in what could be described as a complete home.

"There is nothing particularly against the navy, but all the factors have to be considered."

Discussing the letter with another Social Service worker, Navy News was told: "I can see that a boy should always have a man in the house, but I believe that this would not be so important in the case of a little girl."

"Where other circumstances are favourable I cannot see why a girl should not be taken. In my experience, continuity is more important to a foster-child than necessarily always having a 'father' on the premises."

All matters dealing with adoption or fostering can be hedged around with disappointment, particularly as vital factors cannot be openly discussed.

## Navy News

No. 227 19th YEAR

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## ... FOR FAMILIES

# SAVE A TREE FOR '73 -AND '83, AND '93...

"Save a tree" is a plea which could be urged nowadays, as well as the "Plant a tree" scheme.

In areas of low-cost building, such as married quarter estates the somewhat utilitarian appearance can be softened by mature trees — when they are allowed to grow up. Planners' efforts are being des-

troyed in a way which is sad to see, and all parents and residents in these areas are asked to co-operate in reducing the level of damage.

The better type of new tree costs as much as £15 to replace. Why not "adopt" the one nearest to you — encourage children and others to look after it by watering it and

checking that the supports are adequate?

Everybody concerned will then have done much more than save a tree. They will have started the process of developing their own minds to an appreciation of beauty and the safeguarding of their environment.

# Naafi under fire

"So Vice-Admiral Trewby would like to see more families supporting Naafi," declared a naval wife with a glint of battle in her eye. Writing to Navy News about the Admiral's article in the March edition, she said that "all that the Naafi in Mauritius does for the housewife is to increase the cost of living almost weekly."

"This is my first experience of shopping at the Naafi, and like countless other housewives out here — it will be the last."

The Naafi reply to this "frustrated shopper" is that the price

policy approved by the three Services is the same in Mauritius as elsewhere — to sell at the retail prices prevailing in reputable civilian shops.

"In Mauritius," said the Naafi, "increases in cost of living are just as much a fact of life as in the United Kingdom, and owing to higher cost prices of goods and higher shipping charges, Naafi was forced in mid-February and again in late March to make various price increases."

### WATCHDOGS

The Naafi in Gibraltar also came in for criticism in a report from an all-party watchdog committee of MPs probing Government expenditure.

The watchdogs pointed out that the net trading profit in Gibraltar was 3.19 per cent., compared with 2.57 elsewhere, and called for a look at prices and profit levels with a view to lowering them "if such a policy appears justified."

Naafi's reply is similar to the one concerning Mauritius, namely to maintain prices at the level which families would pay in civilian shops if Naafi did not exist. Prices were established by continual test purchasing.

"Naafi is satisfied generally," said a spokesman, "that the standard price policy it follows is fair, and, by virtue of the co-operative principle, of positive advantage to all ranks and their wives."

# Free schooling in Scotland

Free boarding-school education is a possibility open to the sons of serving or former Scottish Servicemen or women of the Regular Forces.

Application can be made for them (usually between the ages of 9½ and 10½) to enter the Queen Victoria School, Dunblane, where they can remain until they are 16-18 depending on academic ability and the choice of career.

Very few Royal Navy or Royal Marines families figure among the applications, and it may be that the opportunities at the school are not well known.

The sons of officers are only eligible if the father (or mother) has served at least four years in the ranks as a regular. Priority is given to the sons of Servicemen with substantial service to run, with special consideration to boys who have lost their fathers on service.

Inquiries should be addressed to "The Commandant, Queen Victoria School, Dunblane, Perthshire."



# Gibraltar birthday

To celebrate the tenth anniversary of the Royal Naval Hospital, Gibraltar, various sporting and social events were organized by the Welfare Committee.

Mrs. Ritchie, wife of the Medical Officer in Charge (Surg. Capt. J. S. Ritchie) was pictured cutting the birthday cake during the five-a-side deck hockey competition, which the hospital staff and their families stationed in Gibraltar attended.



# The Emperor in action

### CHATHAM PLEA

The details about naval wives' clubs, given in the April edition, referred only to the Portsmouth area, but mention was made that a similar report would be given for other areas if details were sent in.

For instance, a Chatham reader has asked for details about clubs in her area.

Anyone listening round the Medway?

Disc jockey Emperor Rosko was seen in action at the Seahawk Club, R.N. Air Station, Cudrose, during a live broadcast of the Radio 1 Club on April 9. Lucky Wren Stores Accountant Belle Miller is seen receiving the personal treatment from the disc star.

# 'Save Our Scouts'

The 2nd Gosport (Rowner) Scout Group is in danger of extinction — only a short time after its formation. The pressing need is for a Group Scout Leader, to hold the group together, and two or three Scout Leaders (preferably warranted) to run the separate troops.

Volunteers should contact Mr. J. Richardson, the group's chairman, at No. 14 Court 24 (off Howe Road), Rowner, Gosport PO13 8DT.

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## FROM CHARYBDIS TO WHITBY . . .

# 'Please pass the Padre'

When H.M.S. Whitby received a "Please send Padre" signal from H.M.S. Charybdis it was decided that the occasion called for something more than a mundane jackstay transfer.

The two ships were on passage to the U.K. from Simonstown, and on board the Whitby was PO Jim Corrigan, instructor to Grenville 54 class from H.M.S. Raleigh.

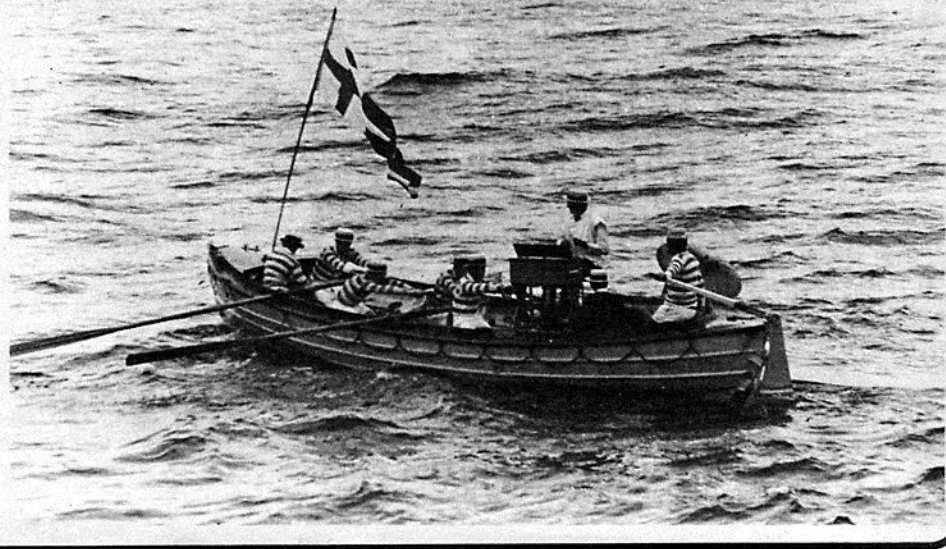
He organized four of his class, suitably attired as the picture shows, into a pulling crew to take the padre, the Rev. John Taylor, across to conduct a Sunday service in the Charybdis.

Lieut. Tony Herdman played the organ as AB David Revell held the "mobile church" permanent and LS Bob (Clubs) Hope acted as congregation! The Raleigh class had

embarked at Simonstown for training, and the pulling crew consisted of OS Edward Stephenson and Junior Seamen Richard Nutter, Lawrence Kid-

men and Geoffrey Moore.

The Whitby and the Charybdis arrived at Portsmouth on March 28, after nine months in the Far East.



H.M.S. Argonaut was recommissioned at Devonport after a seven-month refit, JMEM Adams helping the captain's wife to cut the cake.

Going to the West Indies? Messrs J. Wary and Nephew, Ltd., are always pleased to welcome visitors from H.M. ships to their Appleton Distillery, Jamaica. The address is 234, Spanish Town Road, Kingston, Jamaica, or phone on arrival, 922-1210.

A supply ship and two escorts of the West German Navy arrived at Chatham naval base in April for a five-day visit

## NAVY NEWS IN BRIEF

On April 19, H.M.S. Maxton recommissioned at Rosyth.

Catering officer at H.M.S. Cochrane, Sub-Lieut. Donald Stokes has 24 of his paintings on exhibition in Edinburgh.

For war-time bravery aboard H.M.S. Ledbury, Mr. Charles Walker, then a petty officer, was awarded the Albert Medal, but now that the status of the medal has been raised, he has been to the Palace to get the George Medal — 30 years later.

Britain's Admiral Cochrane is a national hero in Chile for helping that land towards independence, and the Scottish establishment named after him was presented with a painting when the Chilean frigate Almirante Riveros visited Rosyth.

A trophy originally presented to the Royal Naval School of Music by the town of Scarborough (its war-time base), and held since 1950 by the Royal Marines Band Service, has been given to Portsmouth Musical Competition Festival, which this year celebrates its jubilee.

H.M.S. Raleigh produced a special cover for the first day of issue of the latest Post Office "explorer" stamp, depicting Sir Walter Raleigh. Orders at 25p (or 50p signed by the Captain) are handled by the Philatelic Officer, H.M.S. Raleigh, Torpoint, East Cornwall, PL11 2PD.

H.M.S. Thames, normally based at Southampton, visited London in support of a recruiting week being organized jointly by the volunteer reserve forces of the three Services.

## BRIGHT BOYS WANTED

Waiting lists for some branches in the Royal Navy have resulted from the improved recruiting in the last two years, and the percentage of marks required in the entry examination has been raised from 35 to 40 per cent. to get the brighter boys.

One reason why boys are queuing to join the Service is that school careers people are more sympathetic, knowing that there are now break-points to enable recruits to leave if they find themselves unsuited to the life.

H.M.S. Hermes, converted from aircraft carrier to commando ship, starts preliminary sea trials from Devonport this month.

An engraved silver chalice and offertory plate at the Clyde Submarine Base church have been provided by the junior rates' Trident Club, and other donations, as a memorial to AB Raymond Hutchins, who was lost overboard from H.M.S. Courageous.

The Grand Order of the Broom and Squeegee (strictly naval and totally fictitious) was awarded to Chief Airman Jim Hood to mark the end of his stay with the Inter-Services Hovercraft Unit and his departure from the Service.

Visitor to H.M.S. Brereton was the Rt. Rev. R. Selby-Wright, Moderator of the General Assembly of the Church of Scotland.

The tanker Black Ranger was given a send-off from the Clyde Submarine Base on leaving for the breakers' yard after 33 years' service in the Royal Fleet Auxiliary.

More than 100 members of the Fleet Air Arm Officers' Association attended the annual dinner on April 5.

H.M.S. Hermione berthed alongside H.M.S. Belfast in the Thames for a four-day visit to the capital.

Surg. Lieut.-Cdr. Peter Noel Dilly, of the Royal Naval Reserve, who rescued an injured soldier from an Arctic ice crevasse, has been awarded the George Medal.

With a few thousand haircuts behind him, Mr. F. C. Elliott has retired as barber at the Britannia Royal Naval College, Dartmouth, after 25 years' service.

## Falmouth man disarms crook



Leading Steward David Poyser (above), 6ft. rugby player serving in H.M.S. Falmouth, was commended by a Crown Court judge at Nottingham Assizes for his public-spirited action in assisting in the arrest of an armed criminal. He was shopping with his wife Judith when he saw a man running and heard cries of "Stop thief." He gave chase, put an arm lock on the criminal, and took his pistol away.

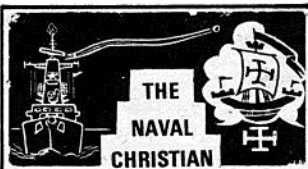
## RADIO OFFICERS

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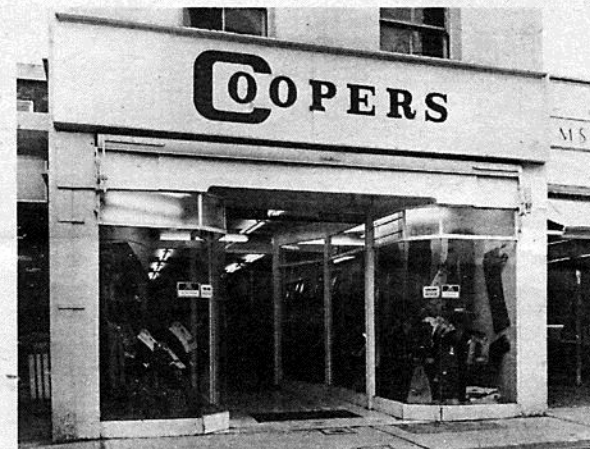
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# AIR ORDNANCE – AIR WEAPONS – THE FUTURE

Yes, yet another change to the organization of Air Ordnance in the Fleet Air Arm is in the wind. Re-organization is inevitable, and no one but a misguided optimist would claim that the present situation is perfect. The Fleet Air Arm lost the advantages of having Air Ordnance expertise centred in one recognizable sub-specialization but hasn't gained the benefits which it hoped would accrue from the absorption into Air Electrical Engineering.

The main reason for this situation having developed is that, while the Fleet Air Arm has been re-organizing, Defence policy has taken one or two unforeseeable and major turns which have left the Fleet Air Arm preparing for the wrong jobs.

However, having taken a cold, hard look at the future and considered past experience, MOD (Navy) has come up with a solution which will once more put Air Ordnance expertise into the hands of a professional sub-specialized Air Weapons Branch which is to be formed. This will provide the Air Electrical Branch with a third prong which will have responsibility for a wide range of weapons and weapon system equipment.

At the same time due consideration has been given to the question of giving full opportunity to all those who in the meantime have helped to cope with the Air Ordnance task in one guise or another.

All this is set out officially in DCI (RN) T 335/73, but stick with us all the same while we outline the scheme.

## Air Weapons

So that all work associated with weapons and weapon systems can be handled and supervised by one trade, the personnel involved will have to be trained in the electrical as well as the explosive aspects of weapon systems.

The detailed responsibilities are given in the DCI and have already been converted into job descriptions so that training can proceed. Briefly they can be summed up as:

- The safety, custody, accounting preparation, arming and handling of air weapons.
- Testing, alignment, adjustment, in situ rectification and bay servicing of air weapon systems equipments.
- Loading, fitting, unloading and removal of all explosive stores associated with naval aircraft.

This list is not absolutely complete but gives a fair idea of the type of work that will be done.

Most significant point is that one sub-specialization will be responsible for the weapons and their release systems. The logic of men having expert knowledge of explosives at all stages of weapon work is obvious to all.

## Personnel

The sub-specialization will require men experienced in both Air Ordnance and Air Elec-

# And here we go again!



Sea King anti-submarine helicopter, fitted with British detection equipment and carrying homing torpedoes.

trics. Initial build-up will be from the men presently serving in the OEL branch and will be built up by New Entry EMs(AW) who will be selected in H.M.S. Daedalus during Part 2 training. The opportunity exists for Air Ordnance men who wish to transfer, if they have enough time left to make retraining worthwhile. Electricians who are ordnance trained and qualified may also apply for transfer.

It is strongly emphasized that men who don't wish to transfer will not be coerced or in any way penalized, but will continue in their original branches and will have normal promotion and advancement prospects.

It could be that to get in on the ground floor of a new venture such as this would be a good thing. Something about being on the 'Pig's back'?

## Drafts

Drafts available in the new sub-specialization will be:

- Ship's staff in H.M.S. Ark Royal, H.M.S. Hermes, H.M.S. Bulwark, H.M.S. Blake, H.M.S. Tiger.

- Squadrons (which have ordnance capability).
- Small ships flight (one LEM(AW) or EM(AW)).
- Air stations.
- Instructional billets.
- A fair share of 'Any' billets.

## Structure

The structure will be the same as for other branches except that no artificer apprentices will be recruited. Mechanics will be selected from within the sub-specialization. The normal outlets to the Special Duties list in the (AV) and AE(L) field will be open.

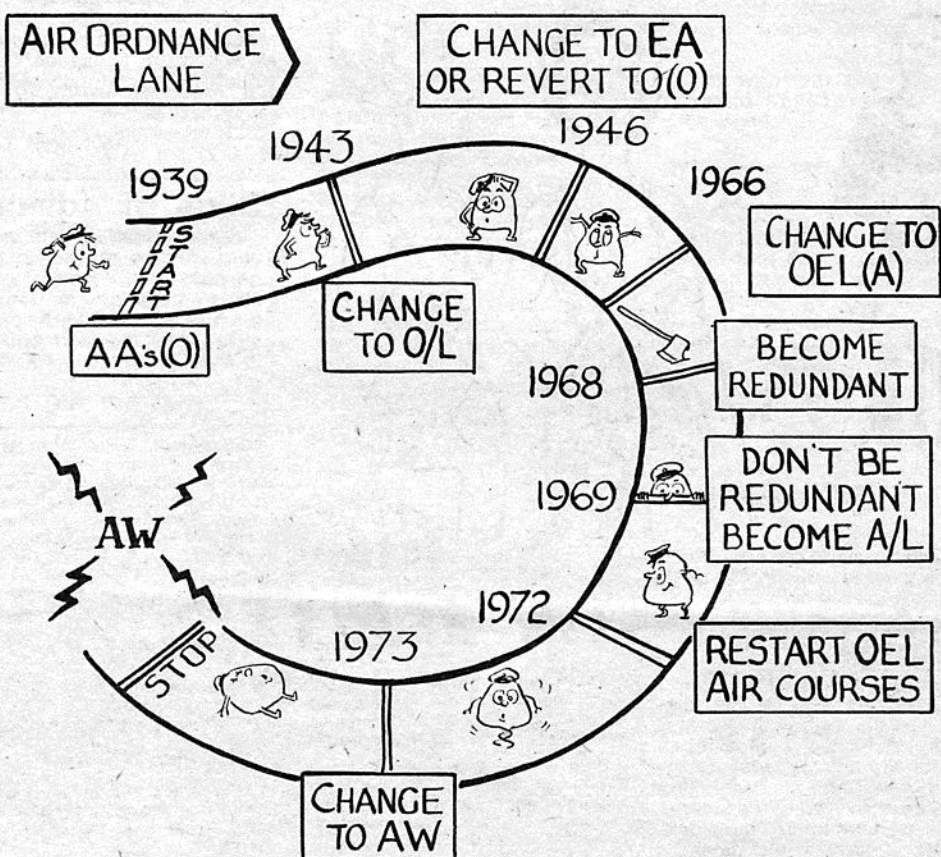
## Training

Basic and career training will be of similar length to the present AL and AR courses, and conversion courses will be arranged for those joining the new Branch. Efforts will be made to get recognition of the training by the trade unions and the professional groups, and it is expected that this will be achieved.

## Conclusions

The introduction of the Electrical (Air Weapons) sub-specialization will provide the Fleet of the future with the skills required for safe operation of air weapons and weapon systems. It will also provide a more interesting and stable career for the personnel concerned, particularly for those who have patiently endured the uncertainties and changes of recent years.

## Getting back to square one



## AIRCRAFT PHOTO POSTCARDS

Photo postcards of the "Aircraft of the Royal Navy" series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, price 5p each (including postage) — 50p per dozen — stamps or postal order.

Albums to hold 64 Navy News postcards are 75p each (including postage). Aircraft in this series are: Walrus, Seafox, Skua, Albacore, Chance Vought Corsair, Fairey Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher, Sea Vixen, Firebrand, Skyraiders, Fairey III, Sea Hawk, Sopwith Pup, Westland Sea King, Blackburn Dart, Westland Wyvern, Sopwith Tabloid, Sea Hornet, Westland Wasp, Sopwith Camel, Sopwith Triplane, Phantom F-4K, BE2C, Wessex V, Sopwith Schneider, Submarine Scimitar, Gloster Sea Gladiator, Westland Whirlwind, Sea Otter, Sea Venom, Firefly, Barracuda, Blackburn Ripon, Hawker Sea Fury, Westland Sikorski Dragonfly, Blackburn Blackburn, Blackburn Shark, and Sopwith Cuckoo.

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- ☐ New touring caravan
- ☐ Used car
- ☐ Deposit saving (to enable me to build up a deposit for a future purchase)
- Please tick whichever applies

NN

Aim of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

## So keep it shipshape . . .



"He'll be so impressed by my pinafore he won't see the muck behind the lockers!"

### ■ Dress rule

Evening dress comprising blue mess jacket and trousers may now be worn by petty officers on an optional basis, and on the same occasion as by fleet chief and chief petty officers. No 1 dress negative medals with a black bow tie may continue to be worn if preferred.

DCI (RN) S 55

### ■ Photo trophy

The annual photographic competition for the Peregrine Trophy will this year have a change of rule. Awards will not be made to individual entrants but to the photographic section or unit. Closing date is October 31.

DCI (RN) T 168

### MAIL WARNING

Persons who handle mail should make themselves familiar with present-day dangers. In particular ALL mail or objects which are in any way unusual should be treated with suspicion.

DCI (RN) S 45

### ■ Dartmouth route

Personnel routed to Dartmouth may still have to use the Paignton-Kingswear rail link, which is now operated by the Dart Valley Railway Company Ltd. Rail warrants must be exchanged prior to arrival at Kingswear or Paignton. The new company will honour British Rail tickets, but not the warrants.

DCI (RN) T 204

### ■ Allowances

Seagoing rates of Local Overseas Allowance have been revised for the Mediterranean and Arabian areas, the base ports being Gibraltar and Mombasa, respectively.

As an example, a petty officer will get 35p a day (single accommodated), and 47p for married unaccompanied accommodated.

DCI (RN) S 54

## Five-point character scale

New Resettlement and Discharge documents, coming into force on April 1, 1973, have been devised to assist Service personnel when approaching prospective employers. The documents were described in the April issue of Navy News.

DCI (RN) S 37

The new discharge certificate has been devised to maintain uniformity between the three Services, the character assessment being an overall reflection of a man's character throughout his Service. It will be based on an agreed inter-Service five-point scale, namely exemplary, very

good, good, fair, or unsatisfactory.

For instance, for "very good" a man must have two-thirds of annual assessments VG and none lower than good.

However, as strict application of this method might lead to some injustices, commanding officers may award as assessment of either one higher or one lower than would otherwise be permitted.

A warning is given that, in exercising this discretion, care must be taken to ensure that the integrity of the assessment is not debased.

DCI (RN) S 38

## GET WISE ON DCIs

### ■ For promotion

The following ratings have been selected for promotion to acting sub-lieutenant—

D. H. Beardmore, G. Bowen Bravery, R. J. Cooper, R. A. Cossey, C. D. George, A. J. Hunt, M. J. Leach, A. G. Mack, C. M. Madden, G. F. Prendiville, B. C. Samuel, B. E. Southam, B. J. Stevens, B. A. Thomson, and R. W. Tucker (WE); and G. Harries, J. F. May, C. R. Nunn, R. M. Stewart, A. T. White, and W. H. Whapples (WESM).

DCI (RN) T 172

A man who goes to sea has a second home — a ship where he eats, sleeps, and has recreation as an addition to being his workplace.

Like any other home, the place has to be kept clean and tidy, and "the property" painted and maintained.

The work is not of a kind which comes easily to young men, though "ship-shape and Bristol fashion" is second nature to experienced seafarers.

For both safety and efficiency, the compact living aboard ships demands a state of mind which is reflected as much below decks as above.

To help new entrants to understand what it is all about, a husbandry booklet "Ship-shape" has been prepared for issue at H.M.S. Raleigh, Ganges, and Figgard.

DCI (RN) T 282

Leading Wren cooks and below are to have a new pattern cap in place of the present white kerchief. The new headgear is of lightweight white nylon "in a simple mob-cap style." — DCI (RN) T 188.

# New rules on duty-free for homecomers

Revised duty-free allowances are detailed for personnel arriving from abroad in H.M. ships or naval aircraft.

If they leave the ship for more than one night but not more than six nights, they can land 25 cigarettes for each night.

On leaving the ship on leave for seven or more nights, or draft, they can land 200 cigarettes, plus the following alcohol: half-litre with strength more than 38.8 per cent. proof, or one litre with not more than 38.8 proof, or one litre of fortified wines, and an additional two litres of still wines.

Other allowances are 50 grammes of perfume, quarter-litre of toilet water, and £6 worth of articles of any other description.

The rule that entitlement to these duty-free allowances is conditional upon absence from the U.K. for at least 24 hours is abolished.

DCI (RN) T 192

Landing allowances of



"They provide the duty free if we come up with the privileges!"

### ■ Bereavements

When a Serviceman dies overseas, his relatives may apply to have the body repatriated at public expense, or the next-of-kin and a companion may be conveyed to the funeral, with accommodation provided.

Next-of-kin and a companion may also travel overseas at public expense where a Serviceman is very seriously ill.

These are only very brief points from regulations which are necessarily long and detailed, but which have to be studied in the event of bereavement.

It is useful to study this before a foreign draft or deployment.

DCI (General) S 37

## Admirable refreshment

Cup of "char" for the admiral: On a visit to the Royal Naval Barracks, Portsmouth, Rear-Admiral A. G. Watson, Director General of Naval Personal Services, is offered a cup of tea from the Naafi Automat by Leading Wren Elfriede Monk. The Automat, very popular with sailors and Wrens at the Barracks, dispenses more than 11,000 items each week, including 3,400 cups of tea, 2,300 cups of coffee and 2,900 half-pint cartons of milk.



### Adventurous courses

Details are announced of the 1973 adventurous training courses in mountaineering and other activities, open to all officers, ratings, Royal Marines, and Wrens.

DCI (RN) T 237

To further the expansion of adventurous training in the Services, joint service training centres are being established for mountaineering, rock climbing, canoeing, ski-ing, and pot-holing. Details of courses are announced.

DCI (General) T 43

### ■ If arrested . . .

Any rating who is arrested by the civil power, or who is summoned to appear before a court on a criminal charge, must now report such arrest or summons, as well as any subsequent conviction or acquittal, without delay to his commanding officer.

DCI (RN) T 171

### Slice of advice

Clewe bread slicers and autoswitches can be a dangerous combination, and ships' staffs are to render them safe as quickly as possible. Until the start button in the autoswitch is blanked off — watch it!

DCI (RN) T 268

Medical technicians (N) or (M) are eligible to volunteer for a two-year course to sub-specialize as medical recordist (EEG). The requirement is limited. The next course is planned to start in September, 1973. — DCI (RN) T 177.

## IN BRIEF...

All have a right to vote. To be able to vote you must have registered. Only one in five did register last year. Qualifying date for this year's registration is October 10 (September 15 for Northern Ireland), but the forms are available now. — (DCI(General)T47.

Until the re-written Royal Navy Expedition Training Handbook is available, reprints of the existing handbook are to be made available in limited quantities. — DCI (RN) T 239.

Professional qualifying courses and examinations in the Supply School are being introduced for leading stores accountant and leading writer. An oral provisional examination is being introduced for advancement to the acting rate. — DCI (RN) T 221 and 222.

The Fleet is to have a newly-created Medical Officer of Health, who will monitor living conditions in

all H.M. ships and in naval bases abroad, and provide advice on matters of hygiene. — DCI (RN) S 49.

Advancement of electrical mechanics 2nd class to acting EM1 is clarified in circumstances where Service difficulties have prevented the gaining of sufficient experience to pass the qualifying examination. — DCI (RN) T 263.

Any diver who has been temporarily unfit to dive for 28 days or more should have a full diving medical examination before resuming duty. — DCI (RN) T 264.

**MORE DCI's****Drafting forms**

Because existing Drafting Preference Cards cannot be digested by H.M.S. Centurion's computer, new forms have been produced — "tidied up" to make them more effective.

It is emphasized that the machine will be giving a better service in providing facts, but the actual drafting will continue to be done by drafting officers as their judgment dictates.

DCI (RN) T 128

**For submarines**

Weapons Electrical artificers may volunteer for submarines when their turn comes for a 12-month seagoing billet between Initial Technical Training (ITT) and Final Technical Training (FTT).

The captain of H.M.S. Collingwood will call for volunteers six months before each class is due to go to sea, starting with class 703.

On completion of final training, these artificers can opt to stay in submarines, or return to General Service (losing their special pay).

DCI (RN) T 202

**School tours**

Volunteers are needed for two combined Royal Navy and Royal Marines presentation teams to be formed at Eastney on September 3, 1973, for a tour of schools throughout England, Scotland and Wales lasting until April 1974.

Experience suggests that members of the teams enjoy the work involved in this unusual job.

DCI (RN) T 267

**Licence helps**

Suitably qualified ratings may be eligible for employment on civil aircraft maintenance without the need to hold an Aircraft Maintenance Engineer Licence, but the possession of a licence greatly extends the scope of possible employment.

All interested should read this latest information on the subject.

**Passes needed**

After February 1975, candidates must have the same educational qualifications as other S. and S. SD officers, namely at least four HET passes (one English Language) to be considered for selection for the Special Duties List in the (CK) and (OCA) specializations. Attention is drawn to the arrangements for education drafts.

DCI (RN) T 201

# Wakey, wakey...

## Cleo's here!



... That could well have been the cry when a Wasp helicopter from H.M.S. Cleopatra located a missing fishing boat in the Channel.

After a rescue alert involving the aircraft carrier H.M.S. Ark Royal and the patrol submarine H.M.S. Andrew, as well as the Leander class frigate, the crew of the helicopter, piloted by Lieut. David Beswick, sighted the boat with apparently no one on board.

Then someone spotted a small movement in the cabin and the lone fisherman, whose boat had been adrift for 12 hours south of Eddystone Light and who was awakened by the noise of the helicopter, appeared on deck.

Soon the Cleopatra and two Sea King helicopters from the Ark Royal were on the scene. The frigate had been diverted to join the Ark Royal in the search after a Royal Air Force Nimrod had seen a red flare.

As a Sea King crew member was winched down to discuss the problem with the fisherman, Mr. Tony Spooner, the Cleopatra closed and took the Fairbound alongside.

Having provided Mr. Spooner with a hot meal and a shower, plus the expertise of LS Frank Shillingford to help in his boat, the Cleopatra turned the rescue over to the Plymouth lifeboat, which took the Fairbound in tow.

The Ark Royal and the Cleopatra were both on their way home from the Mediterranean ... and on board the carrier were the Under Secretary of State for Defence for the Navy, Mr. Antony Buck, and Rear Admiral R. D. Lygo; Flag Officer Carriers and Amphibious Ships.

Mr. Spooner said later: "I just didn't expect such a big turn-out." He added: "I'll always be grateful to the lifeboat men and the Royal Navy."

## A CERTIFICATE FOR CARLTON



Almost a year ago a former pupil of Stanger High School, Natal, Carlton Eades (left) flew from South Africa to England to join the Royal Navy.

He has now completed a phase of his technical training as a radio electrical mechanic at the Air Engineering School, H.M.S. Daedalus, Lee-on-Solent, and gained a proficiency certificate which he received from the commanding officer, Capt. D. G. Tifford.

REM(A) Eades started his basic training at H.M.S. Raleigh, Torpoint, Cornwall, and will continue his technical training at H.M.S. Osprey, the R.N. air station, Portland, where he will gain practical experience on radio equipment associated with helicopters.

His ambition is to engage for Regular Service when he becomes eligible, learn a

trade, improve his educational qualifications and eventually become an officer.

A keen sportsman, Carlton has also visited North Wales for expedition training.

## —AND A CUP FOR RUSSELL



Seen here receiving the Bulawayo Trophy on behalf of the ship's company of H.M.S. Russell is 17-year-old JS Michael Watson. Making the presentation is Capt. R. M. Burgoyne, Captain of the Second Frigate Squadron, of which the Russell is a member.

### EXPED. EXPERTS

This was a particularly proud moment for Lieut. Bernie Bruen (centre) who was the exped. officer when the Russell won the trophy.

Photo: LA Michael Beards.  
He is now serving in the helicopter cruiser H.M.S. Blake, and is naturally hoping that the Blake's name will be the next to be engraved on the trophy, which is presented bi-annually to the ship judged to have produced the best expedition.



**If your son has the spirit of adventure we'll show him the ropes**

'ARETHUSA' is a unique boarding school on a four masted barque. A good modern education is spiced with the challenge that a boy like yours deserves. He has plenty of energy, we'll give him a sense of direction. He has courage, we'll give him self-reliance and above all an education that will keep alive the spirit of adventure for the rest of his life. We'll show him the ropes, you'll be proud of the man. For Brochure and details write to: The Captain Headmaster (Dept. NN1), 'Arethusa', off Upnor, Rochester, Kent.

P.S. 'Arethusa' also helps and educates boys who deserve such a start in life, but where circumstances have gone against them. You might like to help such boys with a donation to The Shaftesbury Homes and 'Arethusa', (Dept. NN1), 229a Shaftesbury Avenue, London, WC2H8EP

**'Arethusa'**



# Dangermen at work

Two solid years of hard work by the Plymouth Command Clearance Diving Team — which earlier this year dealt with a vast quantity of explosives washed overboard from a freighter — have received official recognition.

In a ceremony at H.M.S. Drake, Vice-Admiral J. R. McKaig, who until March was Flag Officer Plymouth, presented a Certificate of Commendation to Lieut. Bob Pilling and other members of the team.

Deep diving tasks have included clearance of bombs from a sunken freighter off St Helier and the recovery of three aircraft, including a Fleet Air Arm Heron lifted virtually intact.

The tasks have often been carried out in deep water and poor visibility and have included aid to civilian authorities in difficult and unpleasant duties such as the recovery of bodies from the sea.

Members of the Explosives Ordnance Disposal Unit, who make up the other part of the team, have been fully occupied over the whole two years — and extremely busy during February, this year.

## Hazardous tasks

Between January 1971 and then they travelled more than 100,000 miles to destroy 25 mines, 114 bombs, 2,155 shells and grenades, 216 miscellaneous lots of explosives and several thousand rounds of small arms ammunition.

Pause for consultation as Lieut. Chris Massie-Taylor holds the "baby," an anti-tank missile. With him (left to right) are Lieut. Bob Pilling, Lieut.-Cdr. John Wilson (Staff M.C.D.O.) and Vice Admiral J. R. McKaig.



## PLYMOUTH TEAM'S HECTIC TWO YEARS COMMENDED

The team as a whole has carried out many miscellaneous and often hazardous tasks, particularly during Operation Drumbeat, involving the destruction of canisters of unidentified toxic chemicals washed ashore on the South-West coast of England.

Major operation so far this year was the location, collection and disposal of the vast quantity of anti-tank missiles and other ammunition washed overboard from the freighter Galila.

Starting in the Isles of Scilly and covering an area including the coasts of North Devon and South Wales, the material was washed up over a period of three weeks.

On the almost level shores of the Scillies, where Vice-Admiral McKaig helped the team hump boxes of missiles, no great problem arose.

On the north coasts of Devon and Cornwall it was less straightforward. Five units — some of

which consisted of just two able seamen — were deployed to cover the coast from Hartland Point to St Ives, recovering 84mm missiles and 9mm ammunition from beaches and rocks involving steep and often difficult cliff climbs.

## German mines

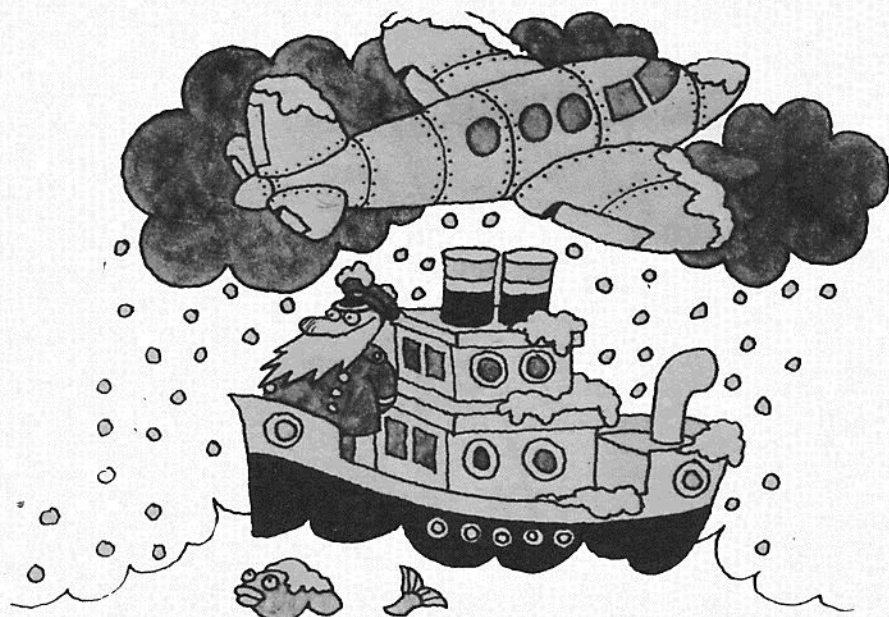
As well as receiving invaluable aid from the Coastguards of three divisions — South-West (St Just district), Southern (Hartland district) and Cambridge (Mumbles district) — the team was helped by helicopters from R.N. air station Culdrose, the R.A.F. at St Mawgan and Chivenor, and Devon and Cornwall police.

In all, naval and Coastguard parties, including auxiliary Coastguards each week-end, recovered more than 1,400 missiles and 117,000 rounds of ammunition.

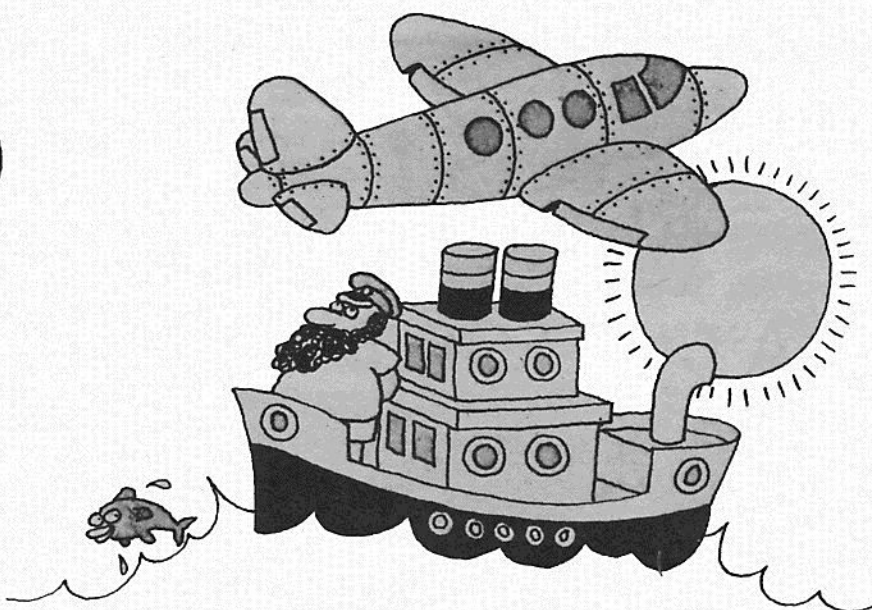
And as if this was not enough, at the same time the team had to deal with:

- An eight-inch photoflash (treated as a 500lb. bomb) netted by a Brixham trawler;
- A torpedo warhead netted by a Milford Haven trawler;
- A 1,000lb. British bomb dredged up in St Peter Port harbour, Guernsey, taken to sea and detonated;
- A German ground mine (1,536lb. explosive) netted by a trawler in Falmouth Bay, taken back to sea and detonated;
- A German buoyant mine (360lb. explosive) netted by a trawler and detonated;
- A German ground mine netted off Dartmouth and detonated.

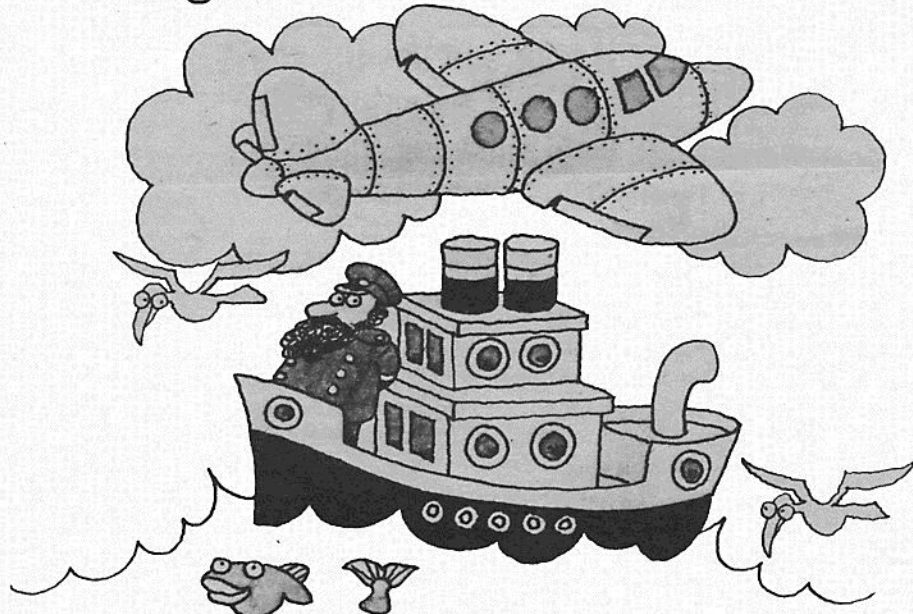
And when all that was over, the team was off to incidents in South Wales, Croyde, Hartland Point and Torquay . . .



Through wind and rain and snow and hail...



Through heat and haze and sunny days...



On board a ship...

On board a plane...



When Whitbread travels only the weather changes.

Whitbread beers will taste the same.

# SHIP-SWOP PALLISER

With the paying off for scrap of H.M.S. Palliser, of the 2nd Frigate Squadron, many members of her ship's company have transferred to H.M.S. Undaunted, the squadron leader.

Originally, it had been intended that the Undaunted herself should go for disposal, but a late decision signalled the end for the Palliser and gave the Undaunted a new lease of life.

On leaving her familiar sphere of activity at Portland the Palliser received a considerable send off, those taking part including H.M.S. Russell, P.A.S. craft and the Band of the 13/18 Hussars, with which the Palliser has developed close links. Fog delayed the frigate's entry into Portsmouth, where another greeting awaited her, and a week later the ship finally decommissioned.

With the changes of plan involving the Undaunted and Palliser, great care was taken by Drafty's organisation and the ship to sort out drafting problems arising. Members of the Undaunted's ship's company had already received drafts, but some volunteered to stay on and, with many Palliser crew members including four officers, help form the new ship's company of the Undaunted. Some of the

Palliser's men were due for shore jobs, and cases were looked at on an individual basis and best possible arrangements made.

## Hamburg visit

Last visit abroad for the Palliser was with the squadron to Hamburg and on the way home she made a final steam past in the North Sea of Capt. F2 (Capt. R. M. Burgoyne), in the Undaunted. Comic rigs in the Palliser brought a touch of humour to an occasion underlined by sadness.

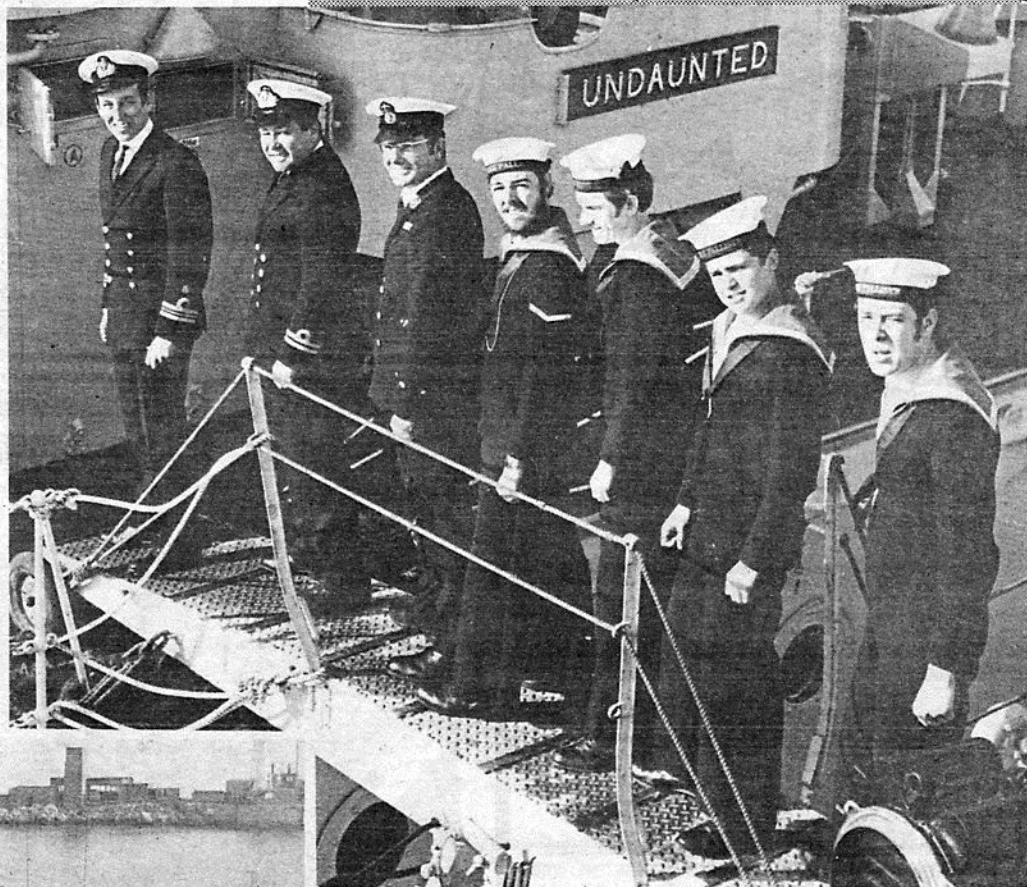
A farewell celebration for Pallisers of the last, and earlier, commissions was held at the Vernon Club, Portsmouth, in April.

A Type 14 anti-submarine frigate, the 1,378-ton Palliser was named after Vice-Admiral Sir Hugh Palliser (1723-96) and was the first ship of the Royal Navy to bear the name. Launched in 1956, she entered service a year later and from 1958-66 was employed on fishery protection duties in northern waters, based on Rosyth.

At the end of 1966 she refitted and joined the Reserve Fleet. She recommissioned in 1971 and joined the Portland Training Squadron, now renamed the 2nd Frigate Squadron, where her main role has been the training of officers and ratings in anti-submarine warfare. Her last commanding officer has been Cdr. George M. Tullis.

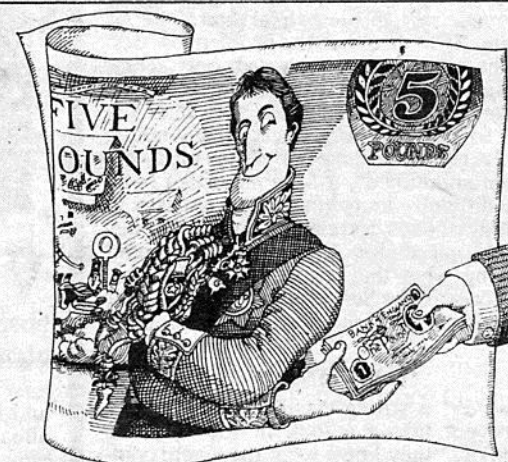
...and  
over  
they  
go

On the move: Line-up of some of H.M.S. Palliser's ship's company members symbolising the transfer of many to H.M.S. Undaunted. The officers and master-at-arms are doing "straight swaps" of jobs from one ship to the other — they are, from the left, Lieut-Cdr P. V. Rickard (first lieutenant), Lieut W. E. Buckingham (WEO) and MAA Jock Melrose. Also in the picture are AB Bushnell, JRO O'Shea, JMEM Kear and AB Lindopp.



## Farewell to Portland

With paying-off pennant flying, H.M.S. Palliser leaves Portland bound for Portsmouth — and for scrap.



"My bank pays me  
for having an Ordinary Account.  
Does yours?"

When you open an Ordinary Account at the National Savings Bank, we don't ask you to pay us for looking after your money.

Instead, we pay you.

To every £1 you save with us, we'll add 4% interest. The level of interest free of income tax is raised to £40 for interest earned in 1973 and assessable for income tax in 1974/75.

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Made in easy care, modern acrylic fibre, the Executive is indistinguishable from your own hair, or how it used to look. Smartly styled, it's washable and really comfortable to wear.

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I enclose cheque/P.O. for £..... as payment for (place tick in box)

NEW EXECUTIVE ☐ I enclose hair cutting ☐

NEW EXEC/human hair ☐ or state colour required ☐

NEW TREND ☐ "Return of post delivery" ☐

TOUPEE human hair ☐

## BRITISH SEAMEN'S

BOYS' HOME  
(Brixham, Devon)

CHAIRMAN, ADMIRAL SIR FRANK HOPKINS, K.C.B., D.S.O., D.S.C.  
SUPERINTENDENT, CAPTAIN W.G. PARRY, R.N. (Rtd.)



provides a home for sailors' sons whilst at school or a temporary home whilst parents are abroad, maintenance fees according to family circumstances

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"Got some visitors here who reckon they've got just what you're looking for!"

## Behind the 'Meet the Minister' lines

— AN  
INTERVIEW  
WITH MR.  
ANTHONY  
BUCK

### NEWSVIEW

## Could experts 'tame' hair?

When sailors a century from now browse through ancient copies of the Royal Navy's newspaper, they will probably be astonished to note that a burning topic of conversation in 1973 concerned the length of hair.

Trying to write about the problem, or describe the bitter feelings aroused, only seems to make the issue even more ludicrous, yet there are boys who declare that it is the reason for leaving the Service. It may not be the only grouse among the young men who quit, but undoubtedly it is an important one.

One difficulty in making a true assessment from Navy News correspondents is that they generally plead for "long hair," without explaining what they mean, but undeniably the majority in the Service react to the idea of extreme styles with a blunt, "over my dead body."

#### HARD-LINERS

However, a strong clash of opinion need not prevent taking a look at the hard-line attitude of, "they knew what they were coming into when they joined." The tough view is itself not strictly valid, since the boys of today have only known long hair, and would have no experience of the "consequential penalties" in their social life of having it cut off.

The Royal Navy at the present time is in the concluding stages of trials to determine whether there should be changes in the style of uniform.

A lot of time and money has gone into the project, but does anyone doubt that a far more significant area of experiment would have been the appearance above the neck rather than below? Civilian clothing fashion experts have been helping the Service. Could the same idea be extended to hair styling?

#### POSH TRIMS

A comprehensive school headmaster recently called in the Prime Minister's stylist to help him to demonstrate to the pupils just what "neat and tidy" meant. The "guinea pig" boys were delighted with their posh trims.

A sobering thought is that the styling they got would normally have cost about £4 a go — a factor which all long-hair advocates must take into account.

Girls spend a lot on their hair, and fellows who want something similar would have to do likewise. Given the opportunity they probably would, but the chances in uniform look pretty slim.



During a visit to H.M.S. Ariadne, latest and last of the Navy's Leander class frigates, Mr. Anthony Buck enjoys a quick half in the CPOs' Mess and hears the story of "the bird on the bar," a mess trophy, from (left to right) CCEL Donald Hill, REA George Williams and REA Michael Harrison.

VIP visits are second nature to the Royal Navy, as the traditional hospitality and courtesies are extended aboard ships at home and overseas.

The service has a reputation to uphold, and for the guests there is the magic of going afloat to experience that throbbing vitality which is the nearest that any steel contraption can get to being a living thing.

For most VIPs the enjoyment is that the Navy at heart hasn't changed — but for one visitor his job is to get beneath the surface of pleasantries to delve for the information and mood which will have an impact on the future pattern for men and machine.

The Royal Navy's voice on the political scene is the Under-Secretary of State, Mr. Anthony Buck, and in a few short weeks a great many people in the Service at least know that he is around.

He has been in ships from the smallest to the biggest, done the rounds of establishments, flown in a variety of aircraft — helicopter, Buccaneer, and Harrier — and quenched a thirst from junior messes to the polished mahogany of the Most High.

And what did it all amount to? When the carefully-prepared "meet the Minister" lines had broken into an easier informality, what did they all have to talk about?

To try to find out what VIP visits mean to a special VIP, Navy News asked Mr. Buck about the impressions of his introduction to the Royal Navy.

"A bit blurred," he smilingly confessed. "I am sure the Navy will understand that I found particular enjoyment and value in going to sea in the Ton class minehunter H.M.S. Brinton, and having the opportunity to know a whole ship's company in a way which is impossible in a big ship."

In moving temporarily to another Ton class, H.M.S. Kellington (commanded by the son of a constituent) there was nothing so sophisticated as a jackstay transfer. The Minister had a "bump transfer" — he jumped for it!

# GETTING TO KNOW YOU

"Obviously the pattern of training under present circumstances, and the need to create worthwhile jobs, are two of the Navy's greatest challenges."

"I do believe there is a danger in people getting a bit too intrigued with their highly-sophisticated equipment, and not enough with the human problems of operating it."

The Minister was stimulated to find in-depth thinking at all levels in the Service about such matters as the balance of the Fleet.

A young sailor wanted to know why slow minehunters were used to chase fishing poachers, when fast patrol boats could do the job far better with fewer men.

Midshipmen were ready to argue such basic thoughts as "Why have a navy anyway, when Japan seems to prosper without one," and to provide one answer that Britain would not be happy as a dependant under the American umbrella.

Everywhere he went, the Navy talked as professionals. The Minister admired that. "Now we enter Phase II," said Mr. Buck. "After general impressions I am hoping to understand the Service needs in detail, and continue my work with this firm belief left by my 'initiation' —

The country can be proud of the spirit which exists in the Service, and the high standard of expertise.

Perhaps the experience he found most amusing was on his Harrier jump-jet flight out to sea, where a warship was spotted.

At the Minister's request the pilot took the aircraft down and kept station a short distance from the bridge of a surprised H.M.S. Torquay. Radio wasn't geared for that kind of communication, so the Torquay watchers hadn't a clue what it was all about.

#### Let in on the joke

"As soon as I got back," said the Minister, "I signalled the ship to let them into the joke and firestart any 'buzzing' complaint, by explaining that their Minister had popped down to wave a greeting."

Where informal discussion was possible in his naval visits, Mr. Buck was impressed by the frank expression of views. "They were not shy at having a grouse," he said, "but there was a great deal of job satisfaction, otherwise they would not stay."

# THE PAY-OFF....

**But Ian's (CA) price**

**could not save the ship**

Nine-year-old Ian Sherwood didn't like the idea of his favourite ship, H.M.S. Caprice — the Royal Navy's last conventional destroyer — being sent for scrap. So he wrote asking if he could buy it.

Thinking it would make an ideal replacement for his Dad's 12ft. dinghy, he said: "I am wondering if you would sell it to us instead of scrapping it. I would like to know the price."

"I would like them to send it to Fishguard Harbour if that is all right."

Ian, from Milford Haven, hoped his father would find the money for the "CA" class ship, imagining the bill would run into three figures.

The Royal Navy regretfully declined Ian's offer and the Swansea careers office wrote to say the vessel would probably have cost many thousands of pounds.

## "Any Old Iron?"

But there was some consolation for Ian. The Commanding Officer of the Caprice Lt.-Cdr. John Lloyd, also wrote to him thanking him for his offer — and invited him to tour the ship as she prepared to join the mothball fleet in the Tamar.

The Caprice paid off at Plymouth on March 3 after paying a final courtesy call at Swansea. With the long paying-off pennant billowing in the breeze and Royal Marines musicians on board playing "Any Old Iron?" she came alongside at Devonport Naval Base to the awaiting crowd on the slip jetty.

The message that the ship had paid off for the last time was flashed from the ship by Sgt. James Bricknell, of the Metropolitan Police, an ex-Caprice signaller. With him was his son, JMEM Keith Bricknell, who had served in the Navy just six months and joined the Caprice only four weeks before she paid off.

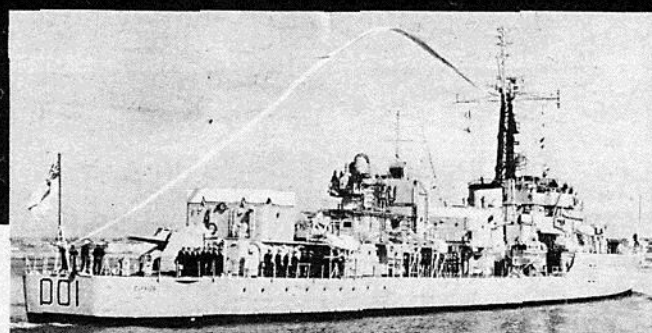
Also on board were two more ex-ratings, Mr. John Chapman, a GPO engineer who served on board the Caprice from 1944 to 1946 and Mr. Terence Egan, a policeman, who commissioned the destroyer as a seaman gunner in 1943.

During World War II the ship took part in Russian and Atlantic convoys and in 1945, after transferring to the Far East fleet, received the surrender of about 5,000 Japanese at Uleelhoe.

More recently her duties have included giving sea training to graduate engineer officers from the Royal Naval Engineering College, Manadon.

● Left: Preparing to roll up H.M.S. Caprice's paying-off pennant are RO2 Eric Moore (left) and LRO Scott Dickson.

Picture: CPO Brian Gentry



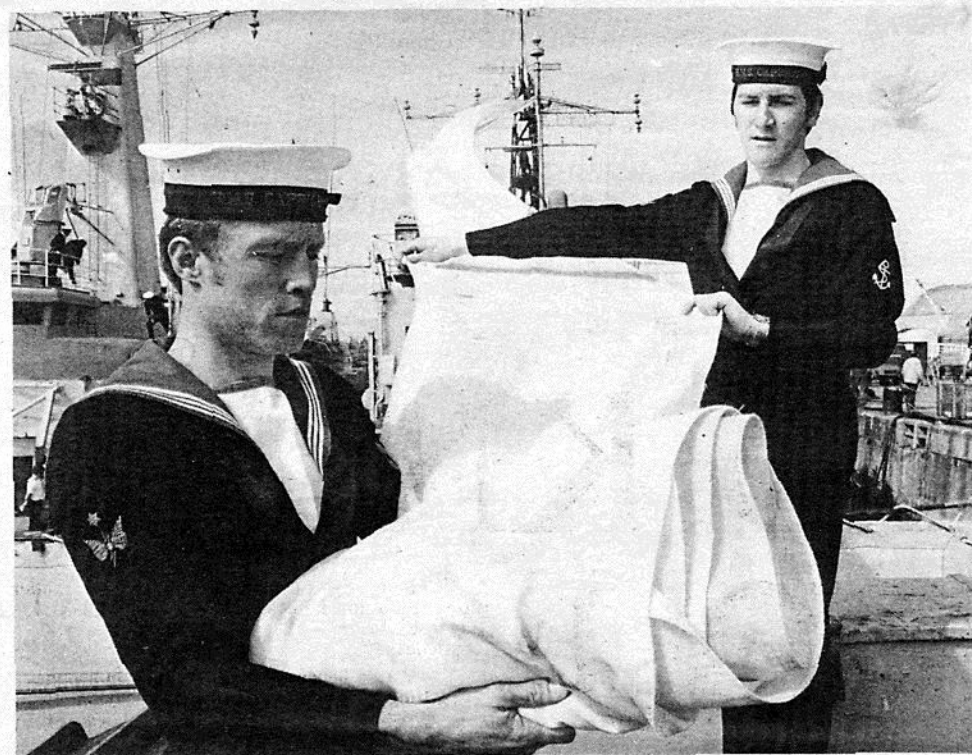
Kip the goat, official mascot of H.M.S. Caprice, was waiting at Devonport when the World War II destroyer paid off . . . and looking a little tearful on this sad occasion is his owner, John Hancock.

Picture: CPO Brian Gentry

## He wanted to buy a 'battleship'

Nine-year-old Ian Sherwood, being instructed in the art of signalling by Lt.-Cdr. John Lloyd, commanding officer of the Caprice.

Picture: LA Martin Weatherall



## NURSE NAVY — OR FROM BED TO VERSE

Although a year or so has passed  
Since last I served before the mast  
I can't deny I heave a sigh  
For all the fun of days gone by,  
And doubt if dabtoes of today  
Are better off in any way . . .  
In one respect I won't dispute  
The Navy's never looked so cute —  
As damsels, medical and dental,  
Perform their healing functions gentle.  
Alas! When I was indisposed  
No gorgeous nurses, nylon-hosed,

Assessed my pulse or tapped my chest  
Or softly ordered me to rest;  
No vision fair, with form divine,  
Prescribed some soothing anodyne.  
We had to be at door of death  
And croaking out our final breath  
Before we'd risk an interview  
With someone snarling "What are  
YOU?"

But modern sailors feeling poorly  
Are never third degree'd so dourly  
Or met with condemnations crude —

Instead, some stunning pulchritude  
With sex appeal and stethoscope  
Revives our dying dabtoe's hope . . .  
Of course it's sad that in my time  
A matelot's lot was not sublime;  
Today it isn't half as hard  
As what it was when Plymouth's Bard  
First staggered out across the Sound  
For distant destination bound —  
No beauty queen in well-cut gear  
Consoled this seasick tar, I fear . . .

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## LEADERSHIP . . . FIREFIGHTING



It all adds

AD

Everest has been climbed, the Nile, and you can "do the impenetrable jungles." But in our midst, there is still plenty of excitement, even if you have

In fact, men are still facing and challenging wind and waves.

While the weight of the commitments, a small but determined with one word - ADVENTURE.

Their thoughts are not only part of the scheme - but even for the thrills which civvy life can stage on package holidays.

## Thrills in the 'fiery furnace'

*This training is not for fun, but anybody who has ever fancied himself as a "wall of flame" exponent can experience authentic thrills in the Cochrane firefighting syllabus.*

*One day there could be the real thing, not with a dummy, but with an injured man whose only hope of rescue would be the expert - like POMEM Hugh Healey, pictured above - equipped to "walk in the fiery furnace," as it says in the good book.*

The pictures for this feature came from H.M.S. Cochrane - the Scottish Command Training Centre, Rosyth - and help to illustrate the leadership and exped. emphasis in the Service. The Cochrane training centre has, over the past few years, developed into a tri-school concern covering leadership, seamanship, and firefighting.

Boat Technician ratings will know the environment well, the school being sited at the old Safeguard, with the former wardroom occupied by the W.R.N.S. For the benefit of non-BT ratings, the school is as "far east" as you can get in Rosyth Dockyard.

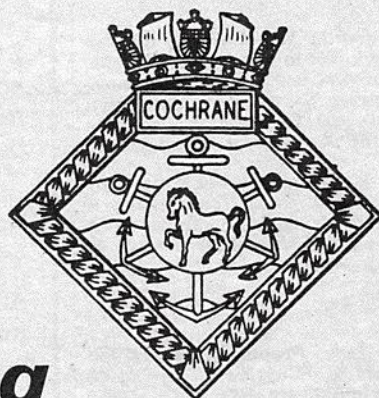
The Leadership School, which follows a syllabus set out by H.M.S. Royal Arthur, is one of five in the Royal Navy, all striving to make leading hands better leaders.

The curriculum covers, among other physical activities, a mid-course week-end walk in the Ochil Hills.

At the Seamanship School, there is a steady flow of potential leading rates and petty officers throughout the year, catering for both General Service and Submarine Branch ratings - almost entirely from ships, "boats," and establishments in the Scottish Command.

The school is a replica of the Portsmouth Command Seamanship School, and has a close liaison with it. After Easter, the school was starting gemini and submarine S.441 (Part II) training.

To complete the trio, the Command Firefighting School, modelled on H.M.S. Phoenix, also serves locally-based ships, establishments, and submarines.



## Paddling their own canoes

Photographs  
by CPO (Phot)  
A. Jamieson and  
Lieut. B. S. Jarrett,  
Officer-in-Charge  
Training Centre  
Staff

Part of the Seamanship School syllabus for leading seamen to petty officer (S/M) is to assemble small craft carried in submarines. CPO Guss Gardiner is seen here - with the Forth bridges in the background - instructing Leading Seamen P. Hudson, R. G. Brown, C. N. Helliwell, K. Reynolds and G. E. Goodhead in the use and handling of the SBs canoe.



# FIGHTING . . . SEAMANSHIP

lds up to

# ADVENTURE

ed (or most of it), everybody knows the source of "the ton" on a four-lane highway across most of our country if the gentlemen explorers have disappeared from this old world or ours to tingle a sense of adventure to row across the Atlantic, just for the hell of it.

king through jungles, tackling gorges, hurtling over rapids, and even to round the Horn under sail. The men of the Services. The Navy Department ploughs its main stream of ships and personnel. The determined section of activity is bent on everything associated with ADVENTURE.

on the new Navy yacht of that name - though that is everywhere in every way to ginger Service opportunities and only offer at enormous expense and at a third-rate



*On top of  
the world*

In the crisp, clear air on a snow-covered hill in Scotland, CPO Mick Garbutt studies the problems of hill walking. But who would want to swap places for a desk or factory?

There is, of course, plenty of sweat and grunt on a leadership course, and at times it can be cold and wet. One team succeeded in crossing the 200-yard stretch of water in Rosyth Dockyard after the third attempt, with the water temperature struggling to keep above nought centigrade at the time . . .

The exercise is designed to produce problems of morale and imagination, and candidates soon learn that building a raft is not quite as easy as Robinson Crusoe made out!



## Seafire: 'Fastest fighter afloat'

Pictures of aeroplanes on their noses, or slewed around and hanging in the most spectacular ways, is the vivid impression left after reading *"THE SEAFIRE,"* by David Brown (Ian Allan, price £4.25).

No doubt to many who knew the plane, that is a fair reflection of its impression on the Fleet Air Arm.

Never envisaged by its designer Mitchell as a maritime aircraft, the "Spitfire with a hook" was in Royal Navy service from November 1942 to 1954.

The light structure and undercarriage of the Spitfire had never been intended for the everyday crunch and violent deceleration of embarked life as a Seafire, and these design problems coupled with "propeller pecking" of the deck, and salt corrosion, gave the fighter a somewhat mixed reputation.

Being the fastest fighter afloat was not enough, yet it saw a considerable amount of successful employment.

There is a poignant side to the Seafire's day of justification, when eight of the machines launched by H.M.S. Indefatigable trounced 12-14 Japanese Zero's, with eight destroyed and one probable. Unhappily, Sub-Lieut. F. Hockley was killed, the only British loss, and within minutes of his death the enemy had surrendered.

## NEW ON THE BOOKSHELF

### In brief . . .

**Warship Profile No. 33.** The story of the German battle cruisers Scharnhorst and Gneisenau, which achieved fame by their escape dash up the Channel in 1942, and by their raiding activities in the early years of the war.

**Warship Profile No. 35.** This is the H.M.S. Eagle of older readers, who experienced the war years and remember the struggle to keep Malta supplied. The first carrier of the name, she was torpedoed and sunk west of Malta in 1942.

The booklets are published by Profile Publications Ltd., of Windsor, price 50p each, and in addition to generous illustration include double-size centre spreads in colour.

Catapults to hurl stones were the first stand-off weapons used in maritime battle, and helped the Romans in gaining a foothold on Britain's beaches. Later, Greek fire was added to the distance armoury, but it was the advent of the gun which altered the concept of fighting between ships, by removing the need for hand-to-hand encounter as the decisive phase.

Just as with steam and sail, the earlier guns were an addition to the fighting power, but by the fifteenth century the great change became obvious.

Peter Padfield, in his *"Guns at Sea"* (Hugh Evelyn, Ltd., price £7.50) explains how the gunned sailing ships of the Atlantic nations gave a dramatic demonstration of their might when the Portuguese Vasco de Gama, in the Indian Ocean, encountered a fleet of 70 Arab ocean-going dhows and perhaps 100 smaller vessels.

Although outnumbered hopelessly, de Gama had far superior guns, and orders "only with your artillery to compel them to strike sail and launch their boats." The stand-off naval battle had arrived.

The Arab commander failed to seek "the weather gauge," leaving the Portuguese with the wind also in their favour, and suffered disastrous defeat, the

# FIRE!

## DRAMA OF GUNS AT SEA

remnants of his fleet escaping in darkness. The Portuguese did not lose a single vessel.

It was, suggests Mr. Padfield, the first fleet battle of its kind, and the portent of things to come.

Strangely enough, the breech-loader was first on the scene, and it was the arrival of the strongly-cast muzzle loading gun which enabled the use of more powerful charges, thus extending the range of the stand-off fight.

Then the wheel turned circle again, with shells, breech-loaders and iron ships leading to the ultimate in battleship power with the Japanese Yamato giants.

The author of this volume, working on the basic challenge of how to hit a fast moving target at long distance from an unstable platform, has created an absorbing work, well written, infused with drama, and beautifully illustrated.

## The advantages of ruling the waves

To take the whole vast library of Nelsonian literature and distil it into a mere 150 pages is a daunting task, tackled by Christopher Lloyd in *"NELSON AND SEA POWER,"* published by the English Universities Press Ltd. (price £1.75) as part of an extensive series.

To pack in the facts, paint the broad strokes of historical background, and still manage a fair reflection of our hero's life, loves, and character is as much and more than anyone could expect in such a modest volume.

If the adoration of Nelson is to continue to have meaning to his country, it must be based on two sentences in Mr. Lloyd's book — "In the end, the advantages conferred by supremacy at sea proved superior to the consequences of military and political power on the Continent."

"It is significant that the last Napoleon ever saw of Europe was the island of Ushant, off which blockading fleets had continued to cruise for the ten years which succeeded Trafalgar."

## A CARE-FREE GUIDE TO THE MED.

What a lovely life — to cruise around the Mediterranean in a yacht and write books about it . . .

Put like that, the activities of Captain Henry Denham sound like the perfect existence, and no doubt he enjoys it immensely, but he brings to his literary work a quality which has given his books great appeal.

His latest *"SOUTHERN TURKEY, THE*

*LEVANT, AND CYPRUS,"* published by John Murray (price £4) is another example of his painstaking care to help the traveller with the mechanics as well as the potted history and legend.

The book is a result of dividing his earlier *"The Eastern Mediterranean"* into two, thus giving the opportunity for the maximum of detail.

## Double Dutch . . .



When H.M.S. Jupiter visited Rotterdam after work-up and exercises it was the ship's company's first run ashore for nearly a year, and for some of the lads it turned out to be a real "Double Dutch" visit.

Seen here on a sightseeing tour are two sets of brothers from the Jupiter — on the left, MEM Malcolm Case and MEM Christopher Case, from Telford; and on the right, JS Charles Doran and AB John Doran, from Whitehaven.

During the informal visit, guests for a

reception were piped on board by the ship's weapons electrical officer, Lieut.-Cdr. Bryan Mosdell — playing the bagpipes.

He has played his pipes in many ships over the past 12 years, and says that even in a Leander frigate he manages to "warm up" every day without losing too many friends.

There was a family reunion in Rotterdam when Lieut. Nigel Morley-Smith, deputy WEO of the Jupiter, met his father, who works in England for a Dutch firm, but was visiting head office when the ship arrived in port.

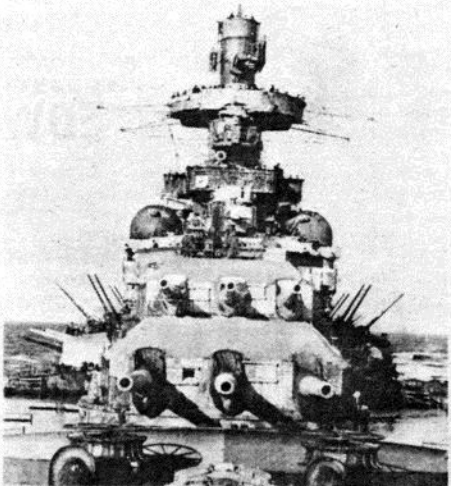
### Latest from Profiles of Windsor

### Profile Warship 33

German Battlecruisers  
SCHARNHORST and GNEISENAU

by Paul Schmalenbach  
Fingertown, N.Y. U.S.A.

54p 12 pp



### Warship No 33 Scharnhorst and Gneisenau

Next month's Profile:  
No 31 Schnellboote

These two powerful capital ships inflicted heavy losses on British shipping in World War II and achieved immortality by steaming through the English Channel in daylight in 1942. Scharnhorst was destroyed by the guns and torpedoes of the Home Fleet (including H.M.S. Belfast), while Gneisenau fell victim to air attack in harbour. Their story is told by Paul Schmalenbach, author of Profiles No 6 (Prinz Eugen) and No 18 (Bismark) Price 50p.

Available from bookshops and model shops or, in case of difficulty, write to the publishers:

**PROFILE PUBLICATIONS LIMITED**  
Coburg House, Sheet Street, Windsor, Berks SL4 1EB

# Hymn singing? We're the best!

The gunners' mess choir, winners of the inter-part hymn singing competition, with their accompanying instrument, the Rover gas turbine.

Returning to Portsmouth in April after a two-month spell in the Med, H.M.S. Arethusa had time only to take a short breath and give week-end leave before departing for Icelandic waters a few days later.

Earlier she had visited the Italian naval base at La Spezia, which is well placed for visits to Genoa, Pisa and Florence. A short ski-ing trip was also arranged to the local mountains and, despite some fairly hard attempts, nobody broke any bones!

During the passage to La Spezia and the stay there, the ship was visited by the Rev. Peter Warland, chaplain to the Second Flotilla.

Shortly after his arrival, says a report from the ship, a Heavenly Temporary Memorandum was published announcing an inter-part hymn singing competition. The report goes on:

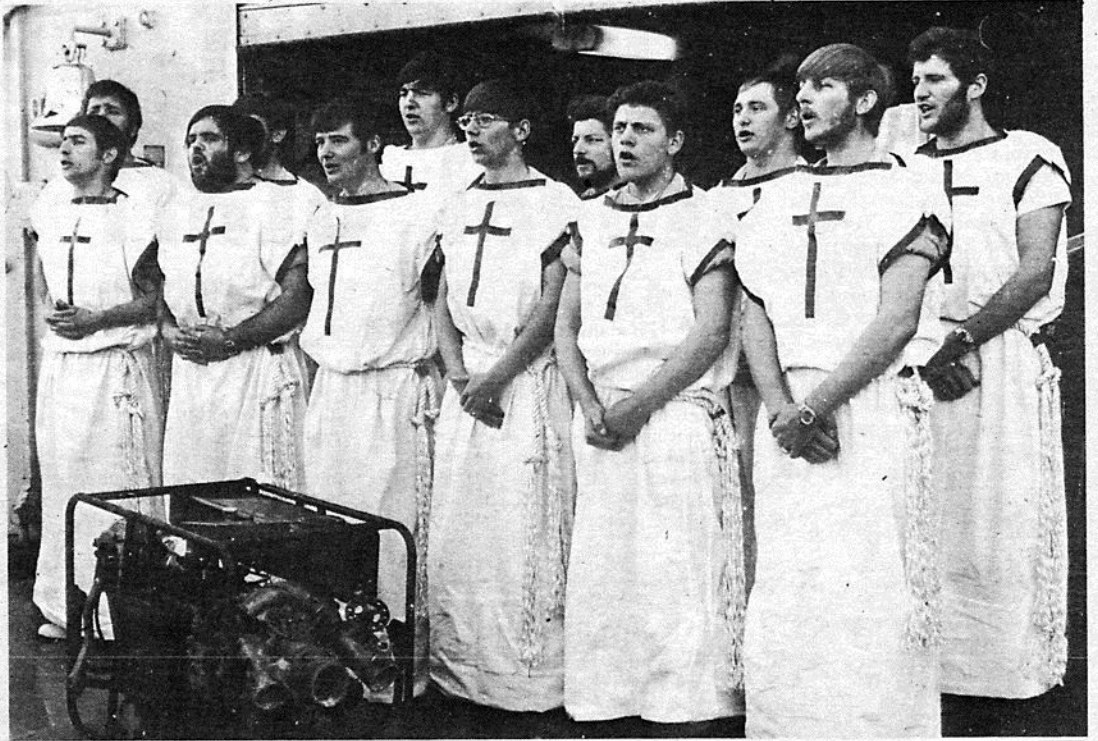
On the morning of the competition the ship sounded like St Paul's Cathedral on a Sunday as the competing teams limbered up. Particularly prominent were the heavyweight team from the gunners' mess who had been holding late training sessions all week.

Their training obviously paid off because the gunners' mess choir, ably led and conducted by Leading Monk Roger Groom, were eventually judged to be winners and retired to consume their prize.

There is no truth in the rumour that the gunners won only because they were accompanied by the Rover gas turbine pump which prevented the judges from hearing their cherubic(?) voices.

As first winners of this type of competition, the Arethusa gunners' mess now consider themselves Fleet Hymn Singing Champions and await their first challenge with bated breath (and fully-fuelled Rover gas turbine).

On leaving La Spezia the Arethusa took part in a tactical exercise and then again assumed duties of Gibraltar guardship. This provided the opportunity for ship's teams to get into practice for any challenges on the DLG trophy, which the Arethusa won in February as overall best small ship in the inter-ship Olympiad held at Gibraltar during the Fleet Gathering.



## Seacat Fred meets the Mayor

Twenty-one members of Taunton Borough Council, led by the Mayor (Cllr. W. R. Langdon), visited H.M.S. Hecate at Devonport. The ocean survey ship has a long and flourishing liaison with Taunton, which adopted the vessel in 1965.

After being met by the commanding officer (Cdr. Geoffrey Hope), who lives at North Pethererton, a village close to Taunton, the councillors were shown round the ship. The Mayor met two of his citizens, REA Trevor Barney and OS Stephen Walker as well as the Hecate's longest-serving rating, Leading Seacat Fred Wunpound, the ship's mascot, who, true to form, behaved perfectly.

## OTTER'S BACK-TO THE STEREO SOUND



Happy cake-cutting picture after the recommissioning at Cammell Lairds, Birkenhead, of H.M.S. Otter. The cake was cut by Mrs. Burke — wife of Lieut Pat Burke, the commanding officer — and the youngest member of the crew, AB Terry Maiden.

Following the Otter's refit, the recommissioning ceremony took place in a dock basin, where the submarine was dwarfed by giant bulk carriers and tankers which were being fitted out around her. The ship's company marched to the dockside headed by the band of the Royal Cheshire Regiment.

Two stereo tape recorders were presented, for use in the mess decks and wardroom, by the chairman of Cammell Lairds (Sir David Barritt).

Following her commissioning, the Otter was sailing for service with the Third Submarine Squadron. She becomes fully operational after work-up and during her third commission will take part in many trials.

Photo: CPO C. S. Dalby

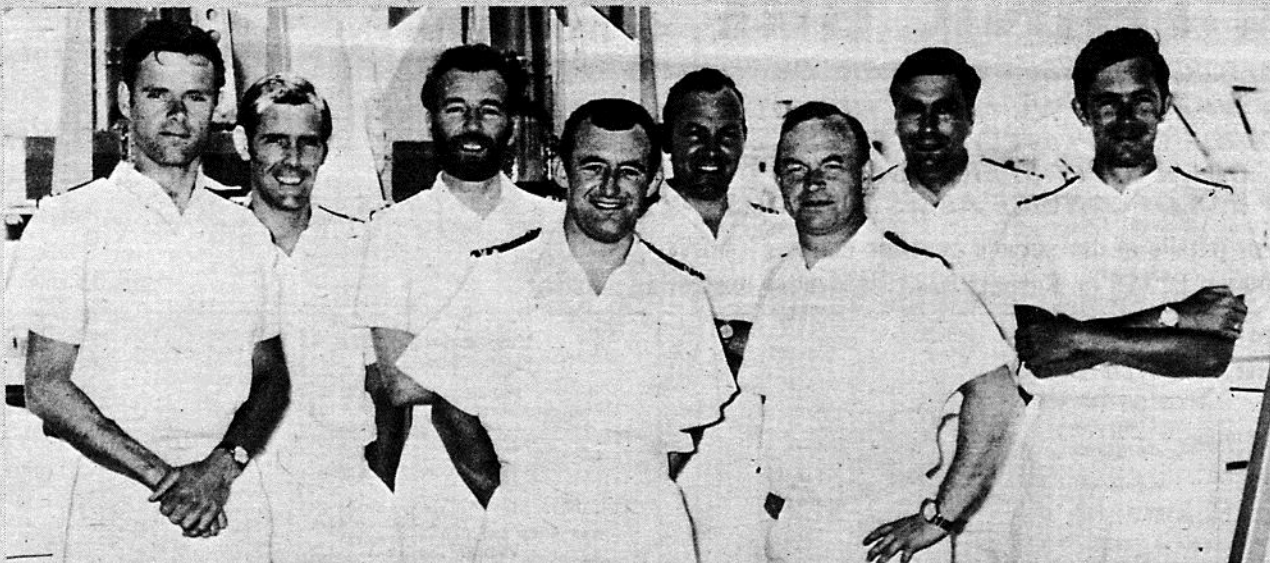
### FINLAND VISIT

Lord Carrington, Secretary of State for Defence, paid an official visit to Finland at the end of March at the invitation of the Republic's Defence Minister.

## Intrepid octet

Is it a record? Pictured while serving in the assault ship H.M.S. Intrepid are no fewer than eight instructor officers.

They are, from the left, Inst. Lieut.-Cdr Mark Evetts, Inst. Lieut. George Moore, Inst. Lieut.-Cdr David Way, Inst. Lieut. John Yolland, Inst. Lieut.-Cdr Keith Hart (S.I.O.), Inst. Lieut Mike Davies, Inst. Lieut. Geoff Whitfield and Inst. Lieut Colin Cameron.



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# APPOINTMENTS

## New Vice-Chief of Naval Staff

Vice-Admiral J. D. Treacher is to be Vice-Chief of Naval Staff from October in succession to Vice-Admiral Sir Terence Lewin. Rear-Admiral P. M. Austin succeeds Vice-Admiral Treacher as Flag Officer Naval Air Command in August.

Vice-Admiral Treacher saw wartime service in the Mediterranean, at the Normandy landings and on Russian convoys and he trained as a pilot and flew from H.M.S. Triumph during the Korean war.

His appointments have included command of H.M.S.



Vice-Admiral J. D. Treacher

### GOOD WISHES

Get Well greetings to Phil Reece PJX 370070 for a complete and speedy recovery from his long illness. — From R.N.A. Shrewsbury.

Lowestoft and H.M.S. Eagle and, before becoming Flag Officer Naval Air Command last year, he was Flag Officer Carriers and Amphibious Ships.

Rear-Admiral Murray also trained as a Fleet Air Arm pilot and during the Korean war commanded an air squadron. He later commanded the 7th Frigate Squadron in H.M.S. Lynx and then the former R.N. air station at Brawdy. From 1969-70 he commanded H.M.S. Hermes and in 1971 became Assistant Chief of Naval Staff (Operations and Air).

### TO WASHINGTON

Promoted rear-admiral on July 7 will be Capt. L. R. Bell Davies, who from that month becomes Commander British Navy Staff Washington, Naval Attache Washington and U.K. National Liaison Representative to the Supreme Allied Commander Atlantic.

His previous appointments have included command of H.M. ships Subtle, Explorer, Leander, Forth and the 7th Submarine Squadron, and Bulwark. Most recent appointment has been as vice-president of the Admiralty Interview Board.

Another promotion to rear-admiral from July 7 is that of Commodore H. Gardner, who is to be re-appointed as Chief of Staff to the Commander-in-Chief Naval Home Command.

His more recent appointments have been as Chief Engineer and

Production Manager of Singapore dockyard and as Chief Staff Officer (Technical) to the Commander, Far East Fleet. He took up his present appointment in 1971.

A third promotion to rear-admiral on July 7 is that of Capt. D. A. Loram, who in August becomes Flag Officer Malta, Commander British Forces Malta and NATO Commander South-Eastern Mediterranean.

A former naval equerry to the Queen, Capt. Loram has commanded H.M.S. Arethusa. In 1970 he became Director of Naval Operations and Trade and the following year took command of H.M.S. Antrim.

Other appointments recently announced include:

Capt. A. J. Cooke. Neptune in command and as Supt. Clyde Submarine Base and as Commodore Clyde, August 21.

Capt. D. T. Smith. For duty on staff of FOCAS Sept. 3 and as Commodore (AW) Sept. 5.

Capt. D. J. Bent. Cochrane for duty as Capt. of the Port and QHM Rosyth in continuation, and as QHM Cromarty and Scaup Flow April 1 1973.

Capt. J. M. H. Cox. For duty with DPR(N) as R.N. Presentation Team leader, May 14.

Cdr. J. P. Gunning. Jupiter in command, October 26.

Cdr. A. E. Thomson. Resolution Port Crew in command, September 6.

Cdr. P. F. Grenier. Valiant December 17 and in command.

Lieut-Cdr H. K. P. Mitchell. Otus in command, June 25 (Appointment to Rorqual cancelled).

Lieut-Cdr T. J. Smy. Dundas in command, September 29.

Lieut-Cdr J. Hall. Rhyl in command, August 11.

Lieut-Cdr C. G. Wylie. Eastbourne February 5 1974 and in command.

## Retires after 47 years in uniform

A handsome testimonial conveying appreciation of long and faithful service is now the proud possession of CPO Stores Accountant Dudley James Banger, who has retired after 47 years in uniform.

He joined the Royal Hospital School, Greenwich, in 1926, and then went into the Navy, leaving in 1954 for a 19-year spell with London Division of the Royal Naval Reserve.

To mark his farewell to the Service,

the Commodore of the Royal Naval Barracks, Portsmouth, Commodore J. S. C. Lea, received CPO Banger and presented him with a newly-designed testimonial.

CPO Banger, whose home is at Gosport, is married and has a son and two daughters.



Lieut-Cdr P. W. Lindley. Onslaught September 6 and in command.

Lieut-Cdr M. J. R. Tuohy. Ocelot in command, October 15.

Lieut. A. S. Ritchie. Glasserton July 3 and in command.

Lieut. C. S. Gobey. Egeria in command, April 16 1973.

### DEATH

Thompson. Shipmate J. Regular attender at St Helens Branch, R.N.A., despite ill-health. Will be sadly missed.

### IN MEMORIAM

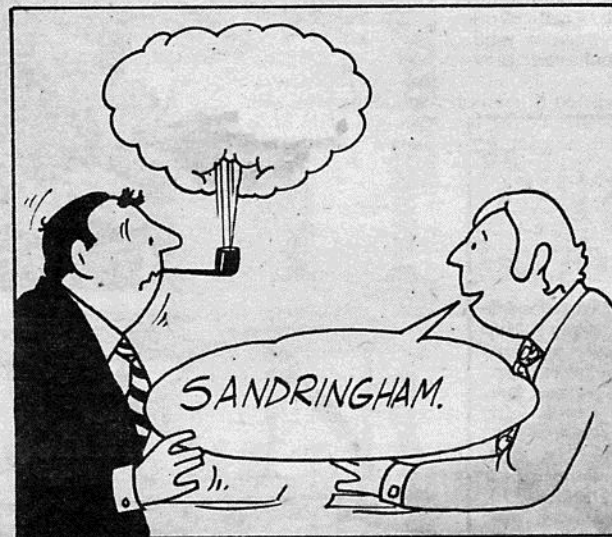
C. S. Bayes. PMA. D136973. R.N. Hospital, Haslar. March 2.  
J. Doughty. JPMT. D136989. R.N. Hospital, Haslar. March 2.  
S. K. Ostler. NAM2. D127485. H.M.S. Heron. March 17.  
K. M. Green. MEA(P)1. M977833. Loan service — Royal Malaysian Navy. March 17.  
H. Farquharson. NA1. D113343. H.M.S. Seahawk. March 18.

T. McCready. CEM2. D129488. H.M.S. Rhyl. March 18.  
P. J. Hawthorn. A/POCK. M978242. H.M.S. Sultan. March 21.  
J. Woodhead. RO2(G). D100205. H.M.S. Warrior. March 21.  
B. R. Hampstead. CEM2. D114137. H.M.S. Victory. March 26.  
A/Sub.-Lieut. M. Wallace. April 7.



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## DIARY PAGE



At the St Valentine's Day fancy dress ball in the CPOs' Mess, H.M.S. Neptune, the draw was made by Mrs. Beresford, wife of the mess president.

Holder of the ticket which claimed the one and only prize, a new Morris Marina car — wait for it — the mess president, Fleet Chief Ronald Beresford!

Last month the car was handed over to the lucky (and somewhat embarrassed) winner by Miss Scotland, Liz Stevely, who was originally to have made the draw, but was prevented by illness from doing so.

Still, it doesn't matter who pulls out the ticket. As they say, it all depends on the luck of the draw...

# Luck of the draw!



## In command — at 25

When he stepped on board the fast training boat H.M.S. Scimitar at Portland last month, Lieutenant Andrew Gordon-Lennox became the youngest commanding officer in the Royal Navy. He was 25 on January 16.

Lieut. Gordon-Lennox joined the Navy in 1966 and has served in the guided missile destroyer H.M.S. Norfolk. Before joining the Scimitar he completed a navigation course in H.M.S. Dryad, near Portsmouth.

Gordon-Lennox is a well known name in the Services. Andrew's father, Rear-Admiral Sir Alexander Gordon-Lennox, now Serjeant at Arms in the House of Commons, is a former President of the Royal Naval College, Greenwich.

He also has a brother serving in H.M.S. Bristol, and his uncle was at one time Army supremo in Scotland and Governor of Edinburgh Castle.

## A SUNSHINE TRIP TO SEE THE 'DAUGHTER' OF DAEDALUS

It's not every sailor who gets the chance to travel half way round the world to deliver a present to a young lady, but LEM(A) John Kingsley can claim to have done just that.

From H.M.S. Daedalus, Lee-on-Solent, he travelled more than 7,000 miles to Penang, in Western Malaysia, for a pleasant trip in the sunshine and to bring a little sunshine into the life of eight-year-old Jusemeh Basrin.

Jusemeh, who is blind, was "adopted" by H.M.S. Daedalus in 1971, through the Royal Commonwealth Society for the Blind. Since then funds have been raised by various functions in the Eagle Club for junior ratings in the establishment, and so far £100 has been put in trust for Jusemeh's further education, in addition to the initial cost of three years of education at St Nicholas School, Penang.

John (26) flew to Singapore in an R.A.F. aircraft, and then on up to Butterworth, near Penang, where he stayed at a Royal Australian Air Force base.

When he visited St Nicholas School he took with him the best wishes of the junior ratings of H.M.S. Daedalus, and a special Braille watch for Jusemeh.

In return, she took him on a tour of the school, which has a swimming pool, playing fields, a "talking-book" room and studio. Miss Betty Eade, the after care officer who is the link between Jusemeh and John in their correspondence, reports that Jusemeh is a quiet girl who is steadily improving and learning Braille very readily.

Before leaving, John presented the school with a Daedalus badge and then took Jusemeh and two carloads of her friends off to the nearest ice-cream shop, for ices all round.



Jusemeh shows LEM(A) John Kingsley how she operates her special typewriter. She presented him with a neatly-typed paper with his name embossed on it in Braille characters.

## Lynx gets to the church on time



The Royal Navy came to the rescue in Hong Kong when a couple were faced with the prospect of a very different kind of "silent service" — a wedding ceremony without an organist.

The organist of Hong Kong Cathedral fell ill just before the service, and H.M.S. Lynx — then serving as the Colony's guardship — saved the day by sending along one of her officers, Sub-Lieut. Patrick Elvin, an accomplished organist.

Patrick joined the Navy in 1969 before going to Southampton University to read for a law degree, graduating last year. After a term at the Britannia Royal Naval College, Dartmouth, he joined the Lynx at Hong Kong for general naval training.

Pictured here at the organ in Hong Kong Cathedral, he also plays the violin, viola, piano, guitar and recorder.

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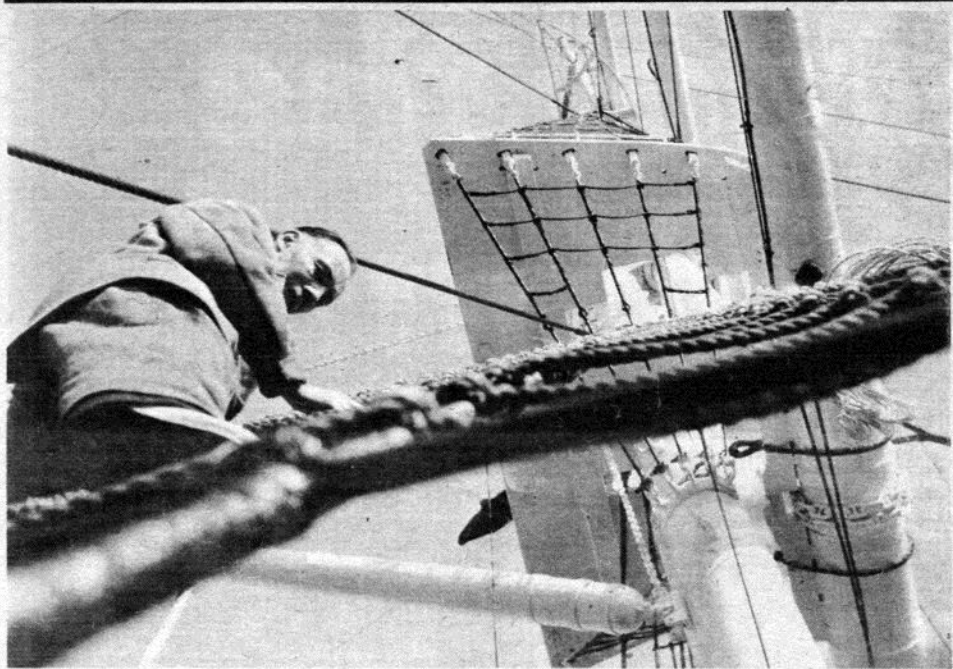
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## The sky's the limit!

At least, that's the way it must look to Mr. Norman Shott, a rigger from Portsmouth Naval Base, as he works 40 feet above the deck with more than 100 feet of Ganges mast towering above him (left).

He and another Portsmouth rigger, Mr. Dick Satchell, went to Shotley Gate for the mast's annual assisted maintenance period in preparation for the manoeuvres of mast-manning and parents' day.

After the establishment's most impressive landmark had been given a generous coat of paint, attention was turned to the important task of checking and repairing the rigging.

Starting from the top, the riggers replaced the old ratlines and then repaired the safety net, with the help of two Ganges juniors, JEMs Malcolm Hayler and Garry Price.



## Going over the wall!

The normally peaceful area of the Ganges assault course, tucked away in a remote corner of the establishment, was invaded in March by eight teams of would-be commandos.

The course for the inter-divisional competition includes a 10ft. wall, a dauntly chasm, large areas of scrambling net, a perilous wire walk, a steep 60ft. bank and an 8ft. water jump.

Over (or through) all these obstacles the teams of six, wearing boots and overalls, were required to carry two ammunition boxes filled with sand.



The winning team from Hawke division, coached by PO (PTI) Tug Wilson, set a course record of 3min. 52sec. on their first run. They were the only team to break the elusive four-minute barrier, and did so again on their third run, producing an aggregate time well ahead of Frobisher division in second place.

Above: A demonstration of good teamwork by the Hawke team as they scramble over the 10ft. wall. On the top are JMEM 'Happy' Orgacki (left) and JRO Ken Harrison; with JMEM Sean Grogan and JRO Larry Mouat on their way up and JMEM Paul Martin and JRO Derek Henderson taking the strain!

Below: The cast and some of the stage and production team of H.M.S. Ganges' drama festival entry. Back row (left to right): Lieuts. Elliott Penton and John Hargreaves; Lieut.-Cdr. John Rabbit (producer); CEM Ken Trotter; Lieuts. Mike Robinson and Bob Kitchfield; Lieut.-Cdr. Bert Kinsey; Lieuts. Phil Greenwood, Roger Dawson and Martin Pickering; and Paula Kinsey. Seated: Caroline Robertson, Marianne Trimboy and Lissa Kinsey. Front row: JROs Peter Bennett, Tony Mitchell and Trev Jackson, JACK David West and JACK Keith Bennett.



# DRAMA WIN FOR GANGES

The overall winner of the Portsmouth Command drama festival for 1973 was . . . H.M.S. Ganges, with their production of Jean Anouilh's "The Rehearsal." This was the good news heard by the Ganges team when they travelled to H.M.S. Dryad, Portsmouth, on April 4 for the last night of the festival.

The adjudicator, Mr. Walter Lucas, director of the British Theatre Association, was full of praise after watching the Ganges production on March 21. He found only minor faults in the otherwise elegant sets (the play is set in the luxurious surroundings of a French chateau), the meticulous direction and the professional style of acting.

It was one of the finest performances of Anouilh that could be seen, he said. Mr. Lucas has been closely associated with naval drama for 12 years and this was his fourth visit to Ganges.

The Ganges team consisted of eight members of the cast and about 30 stage and production workers, including a strong contingent of Juniors from Drake division. Few of them had any previous acting experience and everyone thoroughly enjoyed taking part. Producer was Lieut. John Rabbit.

H.M.S. Sultan, Gosport, received the adjudicator's special prize for the play he had most enjoyed from the 11 entries.

## Calais trip provides (rough) sea time

The Ganges Training Squadron — comprising two inshore mine-sweepers, H.M. ships Flintham and Dittisham — is invaluable, providing sea experience without which no junior seaman's training would be complete.

At midnight on March 30 the two ships set out for Calais with 11 Class from Keppel division on board, accompanied by their seamanship instructor, PO Whisky Walker, and the Ganges executive officer, Cdr. G. A. Plumer.

During a blowy passage the Juniors took watches as bridge look-outs and at the wheel, and on arrival in Calais on Saturday morning they took part in a wreath-laying ceremony with the Mayor of Calais and Cdr. Plumer.

In the evening an invitation to a disco / dance at a local youth club gave the Juniors a chance to relax, and next day the enthusiastic class enjoyed a guided tour of the town.

On Tuesday morning the weather was too rough to attempt the return

passage, so a coach outing to Boulogne was arranged instead. The Juniors also enjoyed their own "Fleet Review" in paddle boats on the calm waters of a lake near Calais.

The return passage on Wednesday was still a very rough one, but all arrived safely, despite a few anxious moments when it seemed, from the Flintham, that the Dittisham was sure to capsize!

Below: Members of Keppel 11 class receive instruction from LS Sandy Gall on board H.M.S. Flintham as part of their five-day training excursion to Calais. On the left is the Flintham's first lieutenant, Lieut. George Horn. The junior seamen, from the left, are Pete Boore, Pete Kelly, Jock Stewart, Dave Abbott, Garry Hughes, Ian Harvey, Keith Randalls and Maurice McCready.



## MR. PETTIT RETIRES

Mr. Ross Pettit, who worked in H.M.S. Ganges for 33 years and will be remembered by thousands of Servicemen, has retired because of ill health. He is 64.

For the past 20 years he worked in the central mess and galley in H.M.S. Ganges.

## GANGES GIGGLE!



"Don't worry 'cos you missed at 100 yards, son. I'll teach you to shoot. We'll start here and work back."

# Bristol makes history

H.M.S. Bristol — the ship with her own signature tune — commissioned at Avonmouth on March 31 during five days of history-making celebrations shared by the proud local populace.

H.M.S. Bristol makes a stern-board entry into her berth at Avonmouth.



She was the first ship to sail from the ship builders to be commissioned in the city after which she was named — newly-built warships are usually commissioned at HM dockyard ports. The guided missile destroyer was built for the Navy by Swan-Hunters of Wallsend-on-Tyne.

The ceremony included the first public performance of the march "Shipshape and Bristol Fashion" by the Royal Marines Band of the Commander in Chief Fleet, conducted by the composer, former Royal Navy petty officer Mr. William Glover, of Arbroath.

Mr. Glover's composition won him £40 in a contest judged by the ship's company, who selected his tune after listening to all the entries on tape.

Picture: Russ Whalley



Under the unmistakable nose of Concorde: members of the ship's company of H.M.S. Bristol visiting the Concorde production line

The contest was open to the Royal Marines School of Music and the Gloucestershire Regiment and during the commissioning ceremony the Colonel of the Gloucestershire Regiment, Brigadier A. J. A. Arengo-Jones, presented the Bristol's commanding officer, Captain R. D. Macdonald with a silver sphinx — the Regimental cap badge.

After the ceremony, silver trophies presented to former warships of the same name were presented to Captain Macdonald by the city of Bristol, which has forged strong links with its "own" ship.

The commissioning was marked by five hectic days of celebration organized by Bristol corporation, including receptions, entertainment, sports fixtures and visits to the Rolls-Royce and Concorde production lines. The ship's company returned the hospitality with functions on board.

A special official philatelic commemorative cover, illustrated with an etching of the ship by Captain Macdonald, the Coat of Arms of the city and the ship's badge was issued in Bristol on commissioning day.

## The story of your life (From Page 1)

# 'FEED BACK' FROM THE FLEET

Why choose the Communications Branch to co-operate in a highly-detailed questionnaire when they were just "done" in 1971? The point is bound to crop up in explanation on the Naval Manpower Utilization Unit's "comprehensive occupational analysis," which is now being conducted.

The answer is that the 1971 analysis was concerned solely with the professional side of a Communicator's life, and relied on "handrauclic" methods for extracting the results from it.

This trial scheme is far more ambitious, and the questionnaire, while still seeking information about a man's job, also asks questions on a wide range of subjects about his life in the Service.

The answers will be fed into a United States Navy computer for processing. In this way a data bank can be started, providing the Navy for the first time with a "feedback" of quantified information from a section of the Fleet on all manner of subjects from training to Service conditions.

The purpose of the trial is to assess the value of the results obtained, compared with the time and money spent on getting them.

The questionnaire will be completely anonymous. Papers will be filled in, but not signed, so that none can be traced to an individual or ship.

The questionnaire takes between one and two hours to complete, and the majority of them will be filled in at group interviews conducted by NMU analysts.

Some 300 men had already completed their questionnaires at the time of going to press, and Navy News is informed that they found no difficulty in doing so.

The rest of the Fleet may be curious about the kind of questions being asked. They cover an enormous range, and include such things as

- "Would you regard quiet room / private phone facilities as of higher priority than better bunks?"
- "What kind of married quarters would you prefer?"
- "Would you have firm dates for leaves rather than longer periods?"
- "Do you have adequate opportunities to cash cheques?"
- "What do you consider to be the ideal length of a seagoing draft?"
- "What do you think of Naafi prices" — and scores of others.

All the forms have to be in by May 31, and results should be known in the autumn.

The Naval Manpower Utilization Unit, situated at H.M.S. Vernon, is a subsidiary of the Manpower and Training Department at the Ministry of Defence.

The NMU team engaged on

the occupational analysis has been working in close conjunction with H.M.S. Mercury, the Director of Naval Service Conditions, the Second Sea Lord's Personnel Liaison Team, and others interested, to contrive a thoroughly useful questionnaire for the Communicators to work on.

(Details: DCI (RN) T 338/73)

## Manadon project solves a playtime problem

Working on the idea of a 12-year-old boy handicapped by muscular dystrophy, engineers at the Royal Naval Engineering College, Manadon, have designed and built a special low-level wheelchair.

Young Nigel Baxter's plan was to provide a mobile platform which he — and other disabled youngsters — could use when playing on the floor. He built a model in plastic bricks, and the Manadon engineers took over, putting their degree training to a useful purpose.

The project was just one of those undertaken by officers on the marine engineering application course, which prepares graduate officers for sea jobs as AMEOs.

The prototype trolley they produced is propelled by hand-wheels driving independently to the rear wheels through chains and sprockets. Castors at the front simplify turning, brakes on the back wheels ensure a stable platform, and the back folds down for easy stowage.

It is hoped that the "Baxter-bile" will go into production to help disabled children at playtime — and, no doubt, many

adults who find that "getting down to work" is easier said than done.

Below: The "Baxter-bile," with Nigel Baxter on board, pictured with some of the officers on the marine engineering application course at the R.N. Engineering College, Manadon, where the trolley was designed and built.



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We are currently enrolling boys for entry from May 1974 onwards and enquiries are advised to be made now.

Brochure and application forms are available from The Registrar (Dept. PA4), T.S. Indefatigable, Room 22, 14 Water Street, Liverpool L2 8TD. Tel. 051-227 3417

## Always a welcome at Camberwell

When H.M.S. Undaunted paid a six-day visit to London in March members of the CPOs' Mess were entertained in the clubroom of the Camberwell branch, R.N.A.

The Undaunted secured alongside H.M.S. Belfast on the Thames (right) and were welcomed to Camberwell because it is the nearest branch to the Belfast, in which six of the members serve as wardens.

"It is just five minutes by bus — No. 35 from London Bridge or 42 from Tower Bridge — to Camberwell Green, and the ship's company of any ships securing alongside the Belfast are welcome to the branch," says the secretary, Shipmate R. C. Robjohns. The club is open on Fridays, Saturdays and Sundays.

Members were delighted to hear from the Undaunted's buffer that during a visit to Hamburg Naval Club they witnessed the presentation of honorary membership cards to the Bismarck Survivors Association.

The presentation was made as a spontaneous gesture on behalf of the Camberwell branch by the engineer officer of H.M.S. Torquay.

Hamburg Naval Club members and survivors of the Tirpitz are to be welcomed to Camberwell in June.

### Stratford

At a lively and well supported annual meeting Shipmate Ken Birch, chairman, thanked members for their support during the year.

New members were being enrolled, the financial state was well endowed with blue ink, they had a happy and safe anchorage, and the confidence of the members was reflected by the re-election of all the officers.

Stratford-upon-Avon members have received much support and guidance from their "chummy" ship, Leamington Spa, but the branch is now well established and is looking forward to an important year in which the standard will be dedicated, possibly in October.

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The Federation of Yorkshire Naval Associations has been formed to encourage more liaison between organizations for ex-naval men and women, and to co-ordinate future social and nautical activities.

Membership of the federation is open to any organization in the present county of Yorkshire established for the well being of serving or former members of the Royal Navy, Women's Royal Naval Service and the Merchant Navy.

The decision to form the federation was taken at a conference in Harrogate on March 31, attended by delegates representing the naval associations of Bradford, Castleford, Leeds and Selby; the Royal Naval Association branches of Dewsbury and Batley, Harrogate and Sheffield; the Association of Wrens, West Riding branches, and the Hull R.N. & R.M. Club.

As the Harrogate branch of the R.N.A. was responsible for the organization of what became the federation's inaugural meeting, the delegates invited the Harrogate chairman, Andy Johnson; secretary, Jim Wilcock; and treasurer, Alan Storer, to act in those capacities for the federation until the first council meeting, which is to be held at the headquarters of the Dewsbury and Batley branch, R.N.A., on Saturday May 19.

Any club or organization, eligible for membership of the federation, which was unable to be represented at the Harrogate conference, is invited to send one or two delegates to this meeting.

Further details of the federation may be obtained from shipmate Wilcock at "Cabbala," 21, Wharfedale Avenue, Harrogate HG2 0AU (Tel. 69738).

### CABBALA LINK

Shipmate Wilcock's wife Joyce is secretary of the Harrogate branch of the R.N.A.'s "chummy" organization, the Association of Wrens.

They are thought to be the only couple in the country with this distinction. Their house — "Cabbala" — is named after the naval training establishment in which they met nearly 30 years ago.

The future programme of the Harrogate branch includes a visit to Castle Howard on Saturday June 9, when they will be joined

by members from the Leeds, Hull and Scarborough branches.

Harrogate's chairman, Mrs. Mary Jarvie, is also the international chairman of the Association of Wrens.

### Crosby

To commemorate their year as Mayor and Mayoress of Crosby, Cllr. Tom Beswarick and his wife, Cllr. Mrs. Rita Beswarick were presented with an R.N.A. plaque at the branch's annual dinner.

Both are members of the branch, having served in the Royal Navy. The presentation was made by the branch president, Cdr. J. Lee. About 110 members and guests attended the dinner at the Latham Hall headquarters, Seaforth.



Shipmate Joe May, founder member and manager of the Plymouth branch's Griffin Club, says farewell to the branch president, Vice-Admiral John McKaig.

### Plymouth

Members attended a cocktail party in the lounge of the Griffin Club on March 22, to say farewell to another popular president, Vice-Admiral John McKaig, former Flag Officer, Plymouth.

The branch committee and members thanked him for the keen interest he had shown in the branch's progress during his two-year tour of duty in Plymouth.

Among those present were the vice-presidents — the Commodore, R.N.B. Plymouth; Capt. T. W. B. Shaw, R.N. (ret.), and Cdr. F. W. J. Crook — and the Lord Mayor and Lady Mayoress of Plymouth.

The second anniversary of the new headquarters and club was celebrated on March 24 with a tramps ball. Shipmate Joe May compered the show and presented the many prizes.

# AIMING FOR UNITY IN YORKSHIRE

## 'Fulton Airy'

The story about the seaman's handkerchief (March issue) brought an interesting reply from Mr. W. G. Halbrook, a former chief petty officer, of Goldington, Bedford.

"I joined the Royal Navy in November 1896, and after being kitted up almost all of us young fellows wanted to be the owner of a similar handkerchief," he writes.

"It was no part of a boy's kit, but could be purchased from the clothing office. It was called a 'Fulton Airy' and had a mine of useful information. I had mine several years."

## Princes Risborough

A grand uckers tournament at the Royal British Legion Club, Princes Risborough, in March attracted 21 teams, including several from No. 6 Area, Royal Naval Association.

Among the many "celebrities" representing the R.N.A. were "Greenie the Great"; "Slick Sid," from Basingstoke; "Ron the King of the Blobs," from Bishop Stortford; and "Orry and Jeff," China Fleet Champs, 1805.

The Royal British Legion Club did the home town proud by getting one of their two teams through to the semi-final against Bletchley branch, R.N.A., who went on to win the tournament.

A cup donated by the Princes Risborough branch was handed over by the chairman. The winners also received replicas.

The ladies' prize was won by a shipmate from Luton, who returned it for auction, raising £1.60 for the Star & Garter Ambulance Fund.

## Ilford

Members of this relatively small branch — 19 "barrack stanchions" and six associates (wives and daughters) — are always keen to show that they are proud of the Royal Navy and all who "go down to the sea in ships."

One shipmate, Mr. H. A. Sutton, who is 70, decided this year to make a special effort and he stood from 6 a.m. until 3.30 p.m. in Ilford Broadway, collecting money for the Royal National Lifeboat Institution.

In that time he collected £20.42, which is thought to be an Ilford district record for one box.

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## BRANCH NEWS

### Redcar

Members of the ship's company of H.M.S. Torquay were entertained by Redcar shipmates in March. "By all reports they had a splendid time and enjoyed it very much indeed," writes one of the ship's officers.

"The Royal Naval Association is a very fine organization and it is good to know that such an interest is maintained in the Royal Navy by those who are no longer serving."

### Newton Abbot

"There'll be a hot time in the old town tonight. . . ." That was certainly the case when about 50 members and friends attended a curry supper at the club!

On another occasion the men's section enjoyed a social evening as guests of the Sidmouth Old Comrades.

## Calling all shipmates

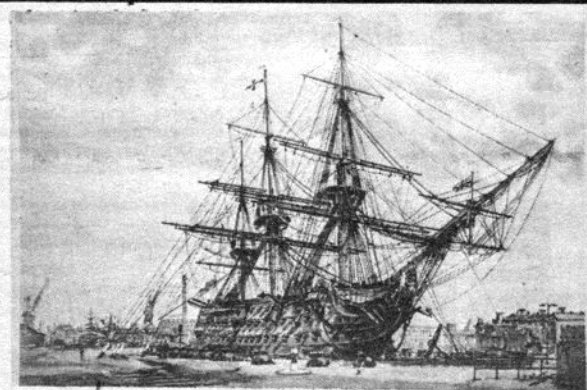
Mr. B. G. Lewis (ex-LMEM) 20, George Street, Barry, S. Wales, would like to contact POMEM John Frederick Urry (served at R.M. Depot, Poole, in 1970) and LMEM Frank Barnett (or Barrett) who served in H.M.S. Ashanti, 1970. Wedding invitation extended.

Mr. P. D. Ames (ex-stoker) of 2, Turf Street, Bodmin, Cornwall, would like to contact any old shipmates who served with him in H.M.S. Raleigh, 1962; H.M.S. Centaur, 1963, and subsequently in H.M.S. Dolphin and H.M.S. Resolution.

Mr. R. C. Ashley (ex-leading signalman), of 17, Westbury Terrace, Forest Gate, London, E7 8BY, would welcome news of members of the Signal Staff who commissioned H.M.S. Iron Duke on March 11, 1914. He is particularly anxious to contact two men who joined with him, Bob Gates and Ted Overall. Also any of the crews who served with him in Submarines C4, D4, and H31.

Mr. J. Cottle (ex-AB, Top Division), of 141, Avonmouth Road, Avonmouth, Bristol, would like to hear from any shipmate who served with him in H.M.S. Neptune, 1937-1941.

Mr. A. V. Gurr (ex-officers' chef) 25, St Chad's Drive, Gravesend, Kent, would like to contact any member of submarine L9, China Station, 1919-21.



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## Temporary H.Q. for the Nautical Club

The Nautical Club, Birmingham, has lost its Dean Street headquarters — the site is to be used for market development — and until the new premises in Bishopgate Street are completed, meetings are being held in the United Services Club, Broad Street.

The club provides a meeting place for members of the Royal Naval Association, the Submarine Old Comrades Association, the Royal Marines Association, W.R.N.S. Association and the Far East Ex-POWs.

All are looking forward to the opening of the new club premises, where all who have served, or are serving under

the White Ensign will be made more than welcome.

One of the "off-shoots" is the Fleet Air Arm Association formed by Shipmate Les Palmer, with a £5 grant from the Nautical Club and the assistance of 16 other interested persons.

Under the presidency of Shipmate Julian Haynes, and the successive chairmanship of Shipmates Frank Walters, Terry Larbaletstier and Clive

Mitchell, the membership has now increased to 70.

Members have visited H.M.S. Eagle and R.N. air stations at Lossiemouth, Leeson-Solent and Yeovilton.

In H.M.S. Heron they paid a nostalgic visit to the Fleet Air Arm museum, and it was said that there was not a dry eye among 'em as they wandered around the aircraft which they knew during their Service careers!

# Hubberston visits an old Arethusa



In their ever continuing task of updating charts, the Inshore Survey Squadron needs to be fully aware of any object on the sea bed which is likely to be a hazard to shipping.

Knowledge of wrecks is particularly important, and to assist with this aspect of the work H.M.S. Hubberston was attached to the squadron.

The wreck of a World War I light cruiser, H.M.S. Arethusa, was one of the more interesting "objects" investigated by the ship's clearance diving team.

Many of the wrecks dived on were badly decomposed, but the

Arethusa was still easily recognisable as a warship, although well covered with mud.

Records show that the 3,500-ton light cruiser was wrecked off Harwich on February 11, 1916, after being damaged by a mine. The Hubberston's divers found a gaping hole in her side, and concluded from the angle at which she was lying that she went down bows

first.

"After determining the information necessary, we left her to her peace and continued our task," said Lieut. L. S. Hulme, commanding officer of the Hubberston.

## POOR VISIBILITY

To enable all contacts to be accurately plotted, the navigation system Hifix was embarked, and it was thought that simply placing the Hubberston's divers on each located wreck would be sufficient to

determine its least depth — but this was not to be.

The underwater visibility in the area off Great Yarmouth was only two feet, and off Felixstowe it was just six inches.

Tides presented another problem in both areas, where the available diving period was limited to 40 minutes in every six hours.

## Undaunted problem

When it was announced that H.M.S. Undaunted was to pay off in March the ship's welfare committee worked hard to produce a paying-off magazine. Then came the bombshell . . . the Undaunted was to stay in service for another two years.

As a result, the ship has a pile of magazines — and a debt of £118 for printing and other expenses.

The magazine includes a brief history of all previous Undaunted, and a comprehensive story of the present ship's career, so it would be of great interest to all "old ships."

Lieut.-Cdr. P. V. Rickard (First Lieutenant, H.M.S. Undaunted, B.F.P.O. Ships, London) would be delighted to despatch a copy of the magazine to anyone interested. Just send £1, which will cover the cost of postage and package — and help to offset that debt . . .

The Flag Officer Submarines (Vice-Admiral J. A. R. Troup) receives a model of an L50 class submarine for exhibition in the Submarine Command Museum at H.M.S. Dolphin. The presentation was made by Inst Cdr. Ian Chrishop, training commander of H.M.S. Fisgard.

The model of the L56 is the 15th model now on display at the museum. It was made in three months as a voluntary task by Chief Artificer Hepworth and it provided Vice-Admiral Troup with a nostalgic moment as he is believed to be the only officer in Submarine Command today who served in an L-class sub. He did his initial training in the L27, qualifying as a submariner in 1941.

Built in 1919 by Fairfield (Clyde) Ltd., the L56 was scrapped in 1938. She was armed with six 21-inch torpedoes and two four-inch guns and had a complement of 40. The L56 was one of eight L50 class submarines.

Photo: CPO C. S. Dalby

## Wren friends meet again after 27 years



Nineteen former Wrens who worked together in R.N. Barracks, Portsmouth, during World War II returned for a chat about old times — and tea, served by Mr. Jim Campbell, chief steward, who was also in the barracks during the war.

The ex-Wrens had not met as a group since 1946. Their reunion was organized by Mrs. Rose Fairhall, of Portsmouth.

## MORE R.N.A. NEWS

### Liverpool

Liverpool branch laid up their old standard and dedicated their new one at a service in St David's Parish Church, Childwall, on March 17.

Guests included the Lord Mayor and Lady Mayoress of Liverpool and the Mayor and Mayoress of Bootle.

The Band of the Lancastrian Volunteers, T.A., led the parade, with a guard of honour from the Royal Marine Reserve, Morpeth Docks, and detachments from the Liverpool Scottish T.A. and sea cadets from the West Derby Unit.

Twenty-six standards were paraded from No. 10 Area, R.N.A., and Royal British Legion branches. "We are grateful to everyone who gave the Liverpool branch such wonderful support," said the secretary, Shipmate R. Conbyn.

After the ceremony the parade marched back to the club in Bowring Park Road, where the salute was taken by the Lord Mayor. Then it was into the club for liquid refreshments, and with these at almost pre-war prices it was not surprising that a good time was had by all . . .

The photograph shows Liverpool's standard bearer, Shipmate Carruthers, with branch president Capt. John Smallwood, R.N. (Retd.), and Moira Corbyn, who with Caroline Burns, presented bouquets.

### Beer

The branch's founder president, Lieut.-Cdr. John Maundrill, R.N. (Retd.), returned to Beer in March as chief guest at the annual dinner and dance.

About 90 members and guests attended the event at the Dolphin Hotel, Beer, including the chairman and some members of the Bridport branch, R.N.A., and the chairman of the Sidmouth Old Comrades' Association.



## Massed bands for the Duke's birthday

In honour of the birthday of the Duke of Edinburgh, who is Captain General Royal Marines, the Massed Bands of the Royal Marines will Beat Retreat on Horse Guards on Wednesday, June 13 at 6.45 p.m. Five bands will be on parade.

In addition there will be a performance for selected schools on Monday, June 11, at 6.45 p.m., at which the salute will be taken by the Director General of Naval Manpower and Training, Rear-Admiral David Williams.

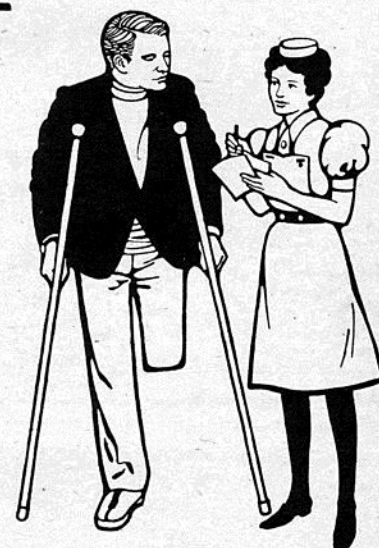
There will also be a preview at the same time on Tuesday, June 12, at which the salute will be taken by the Commandant General, Lieut.-Gen. B. I. S. Gourlay.

Proceeds from Beat Retreat will be divided between the Fleet Amenities Fund and Corps Central Funds. Bookings for the ceremony and preview are now being taken at the Advance Box Office, 155, Charing Cross Road, London, WC2H 0EE, and usual agencies. Applications should be accompanied by a stamped, addressed envelope and cheques / POs made out to "Advance Box Office Limited." Prices: Ceremony (June 13), seats £1, standing 25p. Preview (June 12), seats 50p, standing 20p.

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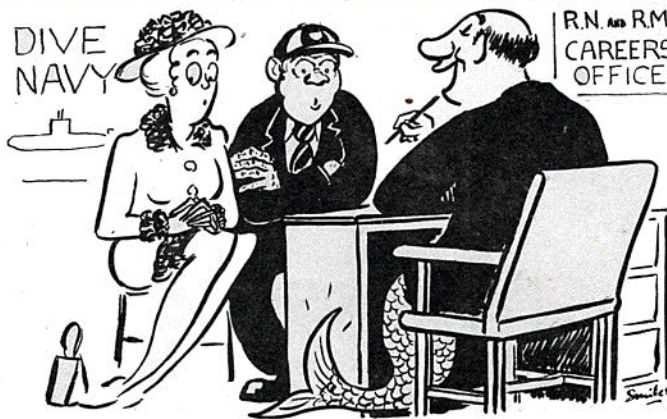


"I served with your father in the old Iron Duke . . . Me behind the bar, him sorting out the empties."



"Dirty cap."

# LAUGH NAVY

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OFFICE

"But Madam, what makes you think the Submarine Service might be bad for your sensitive little Willy?"

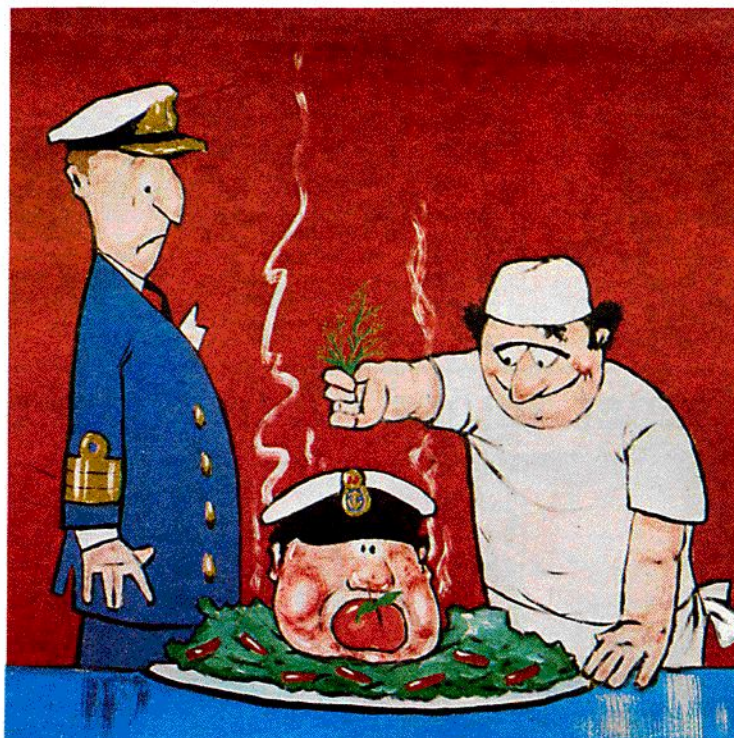
## TUGG CHEERS THE DINERS AT NEPTUNE

The bare walls of the senior and junior rates' dining halls in H.M.S. Neptune, Faslane, worried the cookery officer, and others agreed that in the modern Clyde Submarine Base there was still some scope for making the place more "homely."

Then someone remembered that Tugg Willson had left the Fleet Air Arm and had set up in the world of commercial art and cartooning. And what's more he had just finished decorating the dining rooms of H.M.S. Drake . . .

A month or so (and many letters and telephone calls) later, Tugg arrived, protesting that he knew nothing about submarines or submariners.

In two weeks, however, he more than "got the feel of the place" and produced many colourful murals, one of which is reproduced here.



\*

"Gee-ush a lift to the dockyard, Skin."

\*



## M.C.M. TRIO IN MANCHESTER

H.M.S. Sheraton (below) enters Eastham lock, at the seaward end of the Manchester Ship Canal, on her way to a "Meet the Navy" visit to Manchester.

With H.M. ships Bronington and Bildeston, the Sheraton spent five days in the city, welcoming a total of more than 700 school children on board the ships.

The three members of the First Mine Countermeasures Squadron based at South Queensferry, Edinburgh, had earlier taken part in a large-scale exercise in the Clyde area.



"Speak up, Shorty. What was the pressure like at 20,000 fathoms?"

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## NAVY AID IN TANKER BLAZE DRAMA

Helicopter-borne firefighting teams and equipment from H.M.S. Intrepid and R.F.A. Resource fought a successful day-long battle to help save the blazing 40,000-ton oil tanker Naess Spirit some 60 miles off Brest.

Firefighters contained the blaze after an explosion which severely damaged the engine room of the tanker, in which one man died.

The Intrepid and Resource were returning in company from exercises in the West Indies.

A 22-strong team was flown by helicopter to the blazing Liberian-registered tanker — and 24 hours later, with the Intrepid standing by, the still-smoking Naess Spirit was towed into Brest by a French tug.

### Glowing hull

Naval firefighters and a German tug continued to damp down the glowing hull and crew's quarters as the tanker entered port under tow.

Lieut. Roger Purcell led the party which boarded the tanker, and the Wessex helicopter carrying the firefighters was piloted by Lieut. Martin Jones, R.M.

This picture, taken from the Intrepid by PO Ian Gutteridge, shows a tug taking part in firefighting operations.

The tanker was the second vessel of the Naess Group to send out a call for help in less than a week, H.M.S. Bulwark having answered a call for aid for a wounded man on board the Naess Louisiana.



## Bossington saves yacht from the rocks

A gemini from H.M.S. Bossington, of the 2nd M.C.M. Squadron, saved a yacht from the rocks at Ayr and rescued the crew.

The Cassilis Lady, helmed and owned by the Marquis of Ailsa, was entering harbour under sail and power when the engine died. Lieut. M. P. Gretton, commanding officer of the Bossington, which was in harbour, saw the yacht just outside the harbour

entrance in difficulties and with the wind blowing at Force 6-7. Shortly afterwards the yacht went aground.

The ship's gemini was soon away, with Sub-Lieut. Kenneth Snowball in charge, AB John McCabe driving and AB Frank Griffin and MEM Christopher Rock as crew.

After the girl crew member had been placed in the gemini, a line was passed and the yacht's head kept to wind to reduce the pounding on the rocks until further help arrived. Meanwhile, the gemini found it possible to drag the yacht off the rocks and succeeded in pulling it clear of danger and into harbour.

### NEW NATO FORCE

At the beginning of May the Bossington was deploying to the newly-formed NATO Standing Naval MCM Force (Channel), to be based initially in Ostend. An inauguration ceremony is planned in Brussels on May 11.

## Tasmania - Drake link

A service and tree planting ceremony was held in H.M.S. Drake to commemorate the men of Devon who helped explore and found Tasmania, in particular Lieut. John Bowen, who is already remembered by a plaque in St Nicholas Church at Drake.

The Tasmanian Government was represented by its Agent General, Mr. R. R. Neville, who was host throughout the function and planted an oak tree in the wardroom lawn.

# Antrim in the hot spots

After taking part in Imperial Ethiopian Navy Days at the Red Sea port of Massawa, H.M.S. Antrim sailed for Port Sudan, another hot and sticky spot.

Those seeking to cool and cheer themselves with alcoholic beverages found them in short supply and the ship achieved the dubious honour of drinking the town dry on the first day.

Sporting fixtures against the Sudanese Navy were enjoyed and for the less energetic there was a visit to the old port of Suakin or a trip to the Marine Gardens in a glass-bottom boat. The latter promised more than it fulfilled because the glass was dirty and it was difficult to see anything!

On open day visitors swarmed aboard in hundreds and at one point the crowds became almost beyond control.

### TO MECCA

Crossing the Red Sea, the Antrim called at the Saudi Arabian port of Jeddah, the pilgrims' port for Mecca, which is about 45 miles inland and which one member of the ship's company who is a

Muslim was able to visit. As at Port Sudan, there was a warm welcome from the British community.

Some sailors made the coach trip to Taif, a somewhat hair-raising journey involving a two-and-a-half hour desert drive to the town via a 5,000ft. escarpment. The bus was driven by an Arab at high speed and burst a tyre on the way.

Again various sporting activities were enjoyed.

After six days steaming from Jeddah, the Antrim arrived at Gan to refuel from an R.F.A. tanker moored in the lagoon and once more there were sporting fixtures — this time against R.A.F. men based there.

In March the ship sailed along the Johore Strait and into the naval base at Singapore, where

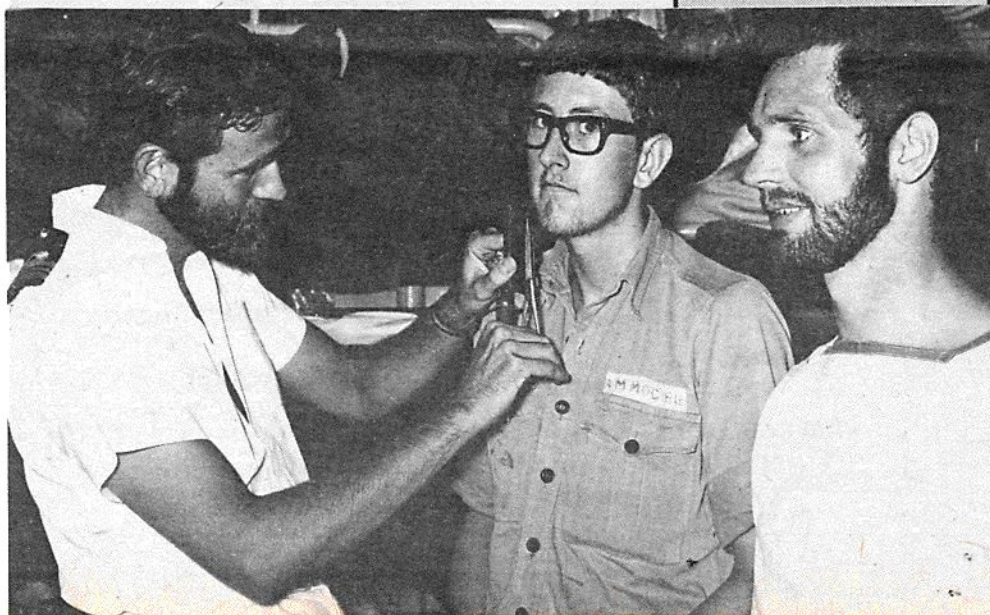
she spent a week before sailing with the ANZUK Naval Force for an exercise in the South China Sea.

During her voyage east the communications staff played a considerable part in keeping ship's company members in touch with home. More than 100 radio telephone calls have been made from the ship and a large number of ship's letter telegrams handled.

Before returning to Singapore for a maintenance period, the Antrim was making a brief visit to Bangkok.

### Hairy problem

Seeing if they've got it in them: Judging in progress of a beard growing competition held in H.M.S. Antrim on passage from the Red Sea to Singapore.



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It would be a brave — or extremely foolish — man who stopped to argue with this line-up: a landing party from H.M.S. Tiger pictured in action during an anti-riot exercise at Portland.

As the ship's company of H.M.S. Tiger discovered (or re-discovered) last month, there's nothing very funny about four weeks of work-up at Portland.

The riot in which some of them were involved was staged during an exercise ashore at Portland, but at least that brought some light relief to the hard grist of continual exercising in all aspects of weaponry and ship operations.

On April 18 the Tiger returned to Portsmouth for six weeks of maintenance and leave before deployment.

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### History prizes

Naval History Prize Competition results for 1972 were—  
Limited competition: 1. Instr. Lieut-Cdr. J. L. A. Madden (£100); 2. Lieut. N. Carpenter (£60).

Open competition: supplementary prize £20 to Cdr. W. J. Bingham.

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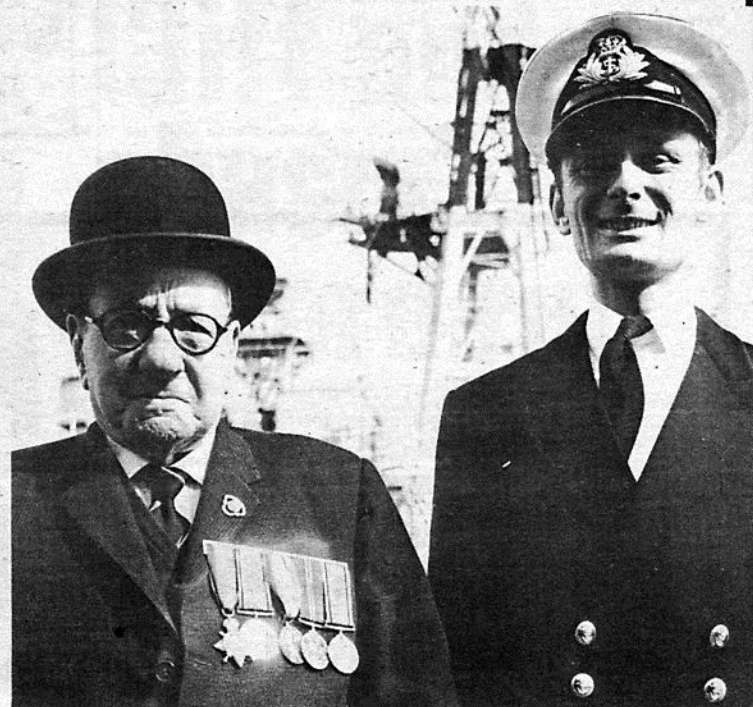
Oldest visitor at the Nubian recommissioning was 93-year-old Lieut-Cdr John S. Linsey, R.N. (Rtd.), seen with his grandson, Lieut-Cdr Peter Sibley, the frigate's weapons electrical officer.

Lieut-Cdr Linsey's R.N. career stretched over 46 years from boy seaman in 1899 to 1945, and the last commissioning he had attended was H.M.S. Gladiator in 1900!

A commissioned gunner, he served during the First World War in torpedo boats. Recalled for service in 1939 at the age of 59, he spent much of the war as a boom defence officer.

He now lives at Cheltenham.

Photo: CPO A. Jamieson



With the wind blowing fiercely and rain in the air, H.M.S. Nubian recommissioned at Rosyth after a two-year special refit and modernisation.

The commanding officer (Cdr. M. J. G. Howitt) held down the table cloth in the high wind as his wife, Mrs. Helen Howitt, cut the commissioning cake, assisted by JS Terence Freeman.

Music was provided by the R.M. Band of the Flag Officer Scotland and Northern Ireland, who defied the elements as they manfully played the traditional hymns "He who would valiant be" and "Eternal Father."

During the day the ship was visited by Mr. Sydney Hills, who served in the first Nubian as chief yeoman of signals from 1914-16, and with him he brought a model

## Nubian's windy greeting

he had made of this ship.

During his tour he presented the present ship with the watch which had been in the wireless office of the first Nubian when she was torpedoed by German destroyers off North Foreland in 1916. The watch had been saved by Leading Telegraphist Spooner and given to Mr. Hills about 1920.

Mr. Hills' visit recalled the extraordinary history of the first Nubian which, after being torpedoed and broken in half, had her after section joined to the fore portion of the also-damaged Zulu. Together they formed the Zubian, which fought successfully during 1917-18 and sank a U-boat.

The second H.M.S. Nubian gained 13 battle honours in the Second World War before being broken up in 1949.

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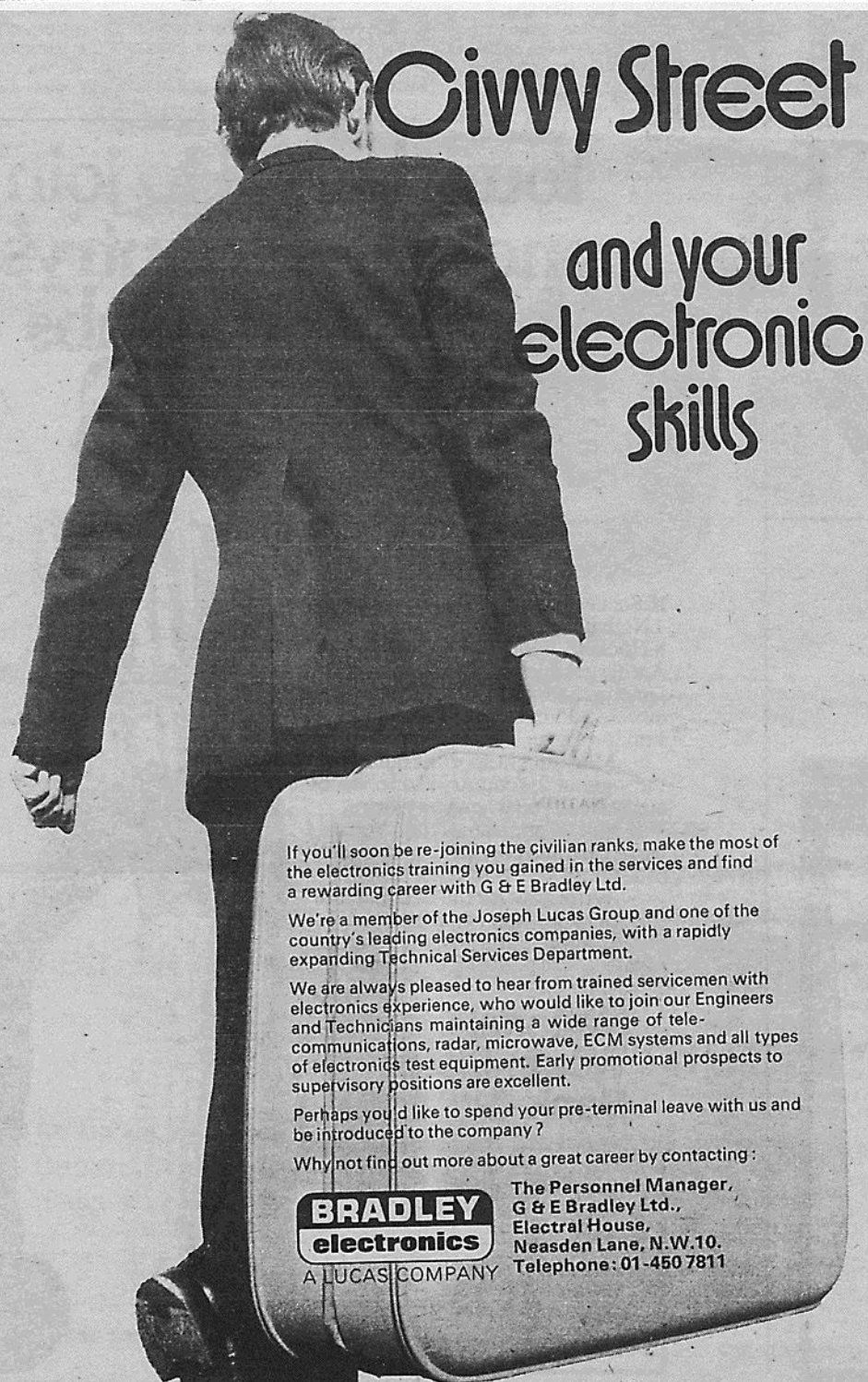
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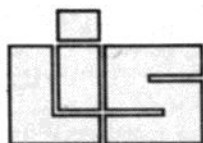
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When a sailor's turn arrives to serve with the Force, he will encounter many differences over matters like uniform, tradition and equipment since all ships maintain their national character while assigned to the Force. Yet it operates as one unit bound by the common purpose of serving as NATO's maritime spearhead in preserving free access to North Atlantic waters.

The Force is composed of between four and nine destroyer or frigate-type ships, with an oiler frequently in company, and ships normally remain with the Force for about six months.

### Falmouth and Yarmouth

Since Jan 1, the Royal Navy's representative has been H.M.S. Falmouth, commanded by Cdr. G. F. Walwyn and which was due to be relieved by H.M.S. Yarmouth in late April when the Force was starting exercises in Canadian waters before embarking on a Scandinavian tour in the spring.

The Force has the task of maintaining naval effectiveness within the Atlantic alliance at a high level by providing squadron experience and training on a continuous basis. It participates in many NATO exercises and national tactical operations in European and North American waters throughout the year, and stressed during these are anti-submarine warfare, anti-air defence practices and convoy duties.

The squadron also serves to demonstrate the solidarity and unity of

the NATO nations in a single multi-national force. During any given year, the squadron may visit some 30 ports in 10 countries.

Deployed throughout a 'patch' of 12 million square miles of North Atlantic where more than 3,000 merchant ships can be found on any day, the Force provides the sailor with a busy life at sea and a somewhat hectic one in harbour.

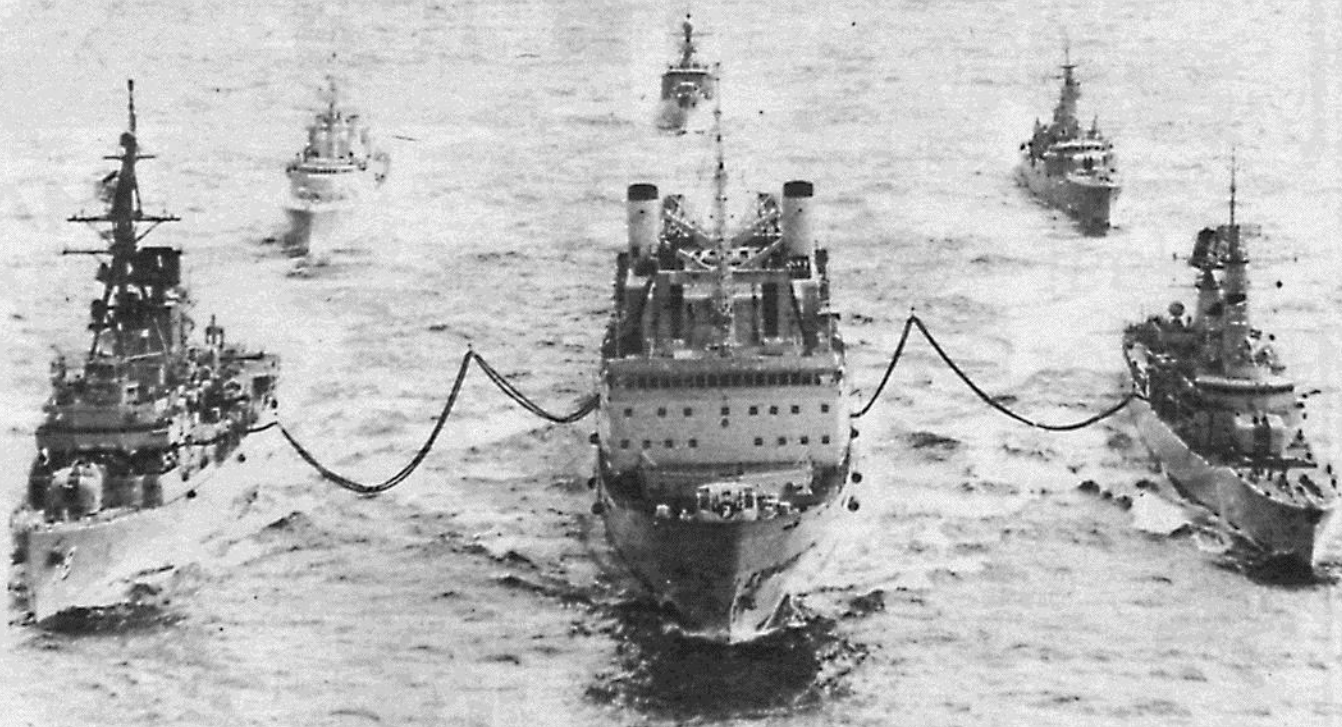
While naval units of NATO had operated together for brief periods over a number of years, it was not until 1956 that naval vessels of several countries participated in extended exercises. From these developed the Force, first activated in January 1968 at Portland.

### American visits

After joining the Force early this year, the Falmouth took part in exercises off Portugal, including two brief visits to Lisbon, and the Force undertook many exercises while crossing the Atlantic in February.

Later on extensive programme of week-end visits to the American East coast was being undertaken, including visits to Fort Lauderdale, Norfolk and Baltimore.

Filling 'em up: Taking on fuel from the Canadian oiler *Protecteur* are the *Semmes* (United States) and *Isaac Sweers* (Holland). Following are three more Standing Naval Force Atlantic ships (left to right), the *Margaree* (Canada), *Stavanger* (Norway) and *Falmouth* (United Kingdom).



### 'TWO-POT' FALMOUTH

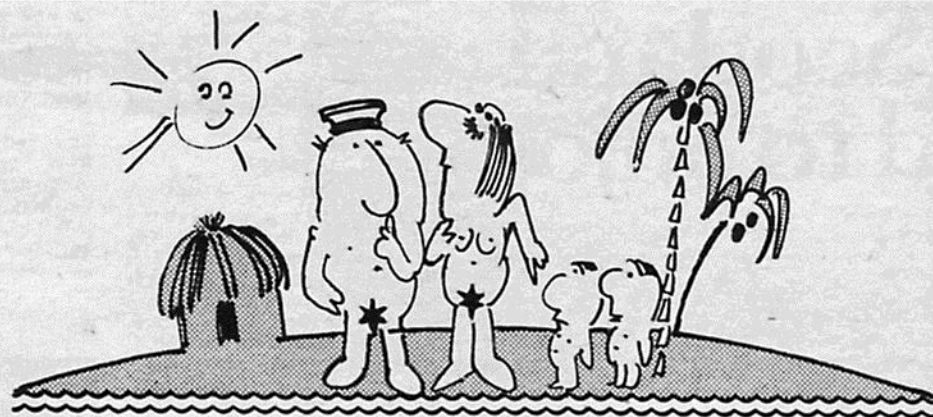
During a visit to the naval base at Mayport, Florida, H.M.S. Falmouth were narrow winners of the Standing Naval Force Sports Olympiad Trophy.

Ships compete periodically for the trophy and during March Falmouth sportsmen showed prowess at basketball, soccer, pistol shooting, volleyball and baseball.

The Falmouth has also now received another 'pot' — the Fleet Gunnery Trophy for surface firing, of which she is current holder.

Because of deployment to America, it seemed that the ship's company would not get the chance to see the trophy before the time came to relinquish it.

But Mrs. Wendy Walwyn, wife of the commanding officer, came to the rescue and transported the large silver trophy to Mayport when she, together with ten more wives of ship's company members, took the opportunity of seeing America and visiting their husbands while the ship was undertaking a two-week maintenance period.



## IS IT POSSIBLE?....

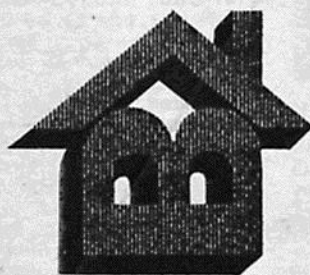
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# SPORT SPOT

## At last — a Midi cup for Leander

After failing in the last hurdle in the Midi ships soccer and rugby, HMS Leander had success at last by winning an exciting Fleet hockey final against HMS Leopard 2—1 after extra time.

Leopard scored first through Lieut. Prime, but it was Capt. Brian Shattock, the ship's commanding officer, who equalized to put the game into extra time. Lieut. Brian Hoffman's goal won the match.

By beating HMS Bulwark 15—8 at Plymouth, HMS Tiger qualified to meet HMS Ark Royal, the holders, in the final. A

### FLEETSPORT

great vengeance battle was expected after Tiger's victory over the Ark in Maxi soccer final. In the Mini rugby final, the holders, HMS Repulse, were due to meet HMS Russell on May 2, while in the Maxi hockey final the Ark Royal faced the Bulwark.

The two carriers also fought it out for the rugby sevens title at Devonport during the Easter leave festivals — the Ark's A team winning, with Bulwark's A runners-up. HMS Penelope's players did well in the rugby plate competition, her A and B sides finishing first and second respectively.

At Portsmouth, the hockey sixes title went to HMS Devonshire, with HMS Hampshire A second, while HMS Tiger A took the plate, with the Rothesay runners-up.

HMS Eskimo won Chatham's hockey competition — run on a league, rather than knockout basis, because of fewer entries — and HMS Dido were second.

# Didn't they do

## HAT TRICK FOR NAVY GOLFERS

Having failed to beat a county side before this year, the Royal Navy team have got off to a great start in their quest for the elusive Inter-Services Golf Championship by defeating strong teams from Cornwall, Dorset and Dunbartonshire all within a month, writes *The Shanker*.

After their previous dismal record I might have been forgiven for thinking that the narrow victory over Cornwall was a flash in the pan — but now that they have beaten two other strong county sides it is obvious that the Navy's prospects for winning their first Inter-Services title since the war are as bright as they have ever been.

I therefore apologize to all Navy golfers who have proved my pre-season gloomy predictions to be wrong.

Strange thing is that for the first two matches, the team was very similar to that which had been so unsuccessful during 1971 and 1972 — the only two newcomers being Lieut. Malcolm Edmunds (HMS Ganges) and Lieut. Gordon Reid (Neptune).

However, because of last-minute withdrawals, two more newcomers made their debuts against Dunbartonshire — Lieut.

Richard Moore (Dryad) and CPO Ian Tasker (Heron) — with three others who had made only occasional appearances for the Navy — Lieut. Ted Yandell, Sub-Lieut. Peter Harris and EM David Walsh (all Neptune).

In addition to some excellent individual performances, a lot of credit is due to the new Navy selector, Cdr. Lewis Thomas, who has welded the team into such a strong and effective

# Time we won our title back!

After the disappointing end to last season, when they lost narrowly to the Army and RAF at Lord's, the Royal Navy cricketers are more determined than ever to bring home the title in 1973. It had been theirs for the previous three years, so they could never do better, writes *Smiter*.

Lieut. Simon Newsom again captains the side, well supported by Lt-Cdr. Roger Moylan-Jones, the Combined Services captain. Other "caps" still available are all-rounders Inst.-Lieuts. John Lucas and Gordon Grace, batsman Lieut. Mike Robinson and bowler Cpl. Peter Davy.

POME Knocker Whyte and

Lieuts. Peter and John Dunt, who were all capped in 1971, are available, but the biggest loss is in the fast bowling department. Neither Lieut. Gavin Lane, nor the old stager OAI Bob Healey, will be playing this year, the latter having hung up his boots 17 years after he first opened the bowling for the Navy.

In that time he had the rare distinction of winning a Gillette Cup "Man of the Match" award while playing for Devon. Bob Healey is in credit not only to the Navy side but also to many young bowlers whom he has encouraged over the years.

### Talent

Two newcomers in the 12 chosen for the first representative match against Oxford University on April 27 were Lieut. Peter Fogden, who played for Sussex II against the Navy a few years ago, and PO Writer Tony Izzard, whose last innings for the RNCC was 83 against the Cross Arrows at Lord's. Both are forcing batsmen and possible change bowlers.

Unfortunately neither Lieuts. Burton Toft nor Henry Farmer, the opening batsmen, are available, so there are plenty of opportunities for new talent.

The Inter-Command tournament is being held in the Portsmouth area on May 24, 25 and 26 under the auspices of Naval Air Command, the matches to be

### CRICKET

played at US Ground, Eastney and Seaford Park.

Big event of the Services season will be the Combined Services v. West Indies match at Portsmouth on July 12 and 13 — a rare honour which we hope will be well supported by the Royal Navy both on and off the field.

Finale of the season will be the Inter-Services Tournament at Vine Lane, Uxbridge (August 7-9) after which the RNCC will tour Germany for two weeks from August 13.

Anyone interested in joining the RNCC should write to Captain D. A. Oakley RM, Hon. Secretary, RMB Eastney, Southsea, Hants.

### Triple victory

HMS Victory's hockey team completed the "grand slam" of Portsmouth area competitions, winning the Division One league, the six-a-side competition and the five-a-side indoor league.

## WATER POLO HOPES HIGH

Promising displays in the Quadrangular Water Polo Tournament at HMS Caledonia on April 14 prompted the Navy coach, CPO Paddy Hayes, to be optimistic about his team's chances in the forthcoming Inter-Services clash.

After the Navy finished third, he said: "We are now beginning to play as a team and if we carry on like this we could win the Inter-Services for the first time since 1946."

Major stumbling block is sure to be the Army, who beat the Navy to second place, with Ulster winning both the trophy they themselves presented, and the plaques given by the Navy.

The Navy's path to third place included an 8—3 victory over Scotland — who wound up with the wooden spoon — and a narrow 9—8 defeat by their big rivals, the Army.

### REFEREES

All in all it was a good day: contributing to the success of the event were the fine organization of the HMS Caledonia PT staff and entertainment provided by the local submariners' clubs.

At the R.N. Water Polo Coaching Proficiency and Officials course between April 2 and 6 — which almost did not take place because of lack of support — three of those who did attend passed out as referees, one as grade one, and two as grade two.

Two passed out as coaches and four R.N. players attended.

With most of the Navy first team not available for the match against Oxford and Bucks, it was a chance for the "lesser mortals" to show their paces — which they did very well, winning nine of the 11 events in the swimming and emerging 12—4 victors in the water polo.

Return match against Oxford and Bucks was due to take place during the officials' course at HMS Temeraire this month.

# Bottled in Scotland for the world to enjoy



## NAVY TRIO NAMED FOR TOUR MATCH

Three Navy players are in the Combined Services Squad for a match against a German touring side at Bordon on May 17.

Goalkeeper Micky Patterson, undoubtedly the number one in all three Services on present form, is almost certain to be in the side, while striker Roger Noone has a fair chance of a place. George Kell has been selected as a non-travelling back four reserve.

The match makes up for the lack of a foreign tour this year, although Captain John Brown RM, Secretary of the CSFA as well as the RNFA, has already finalized the May, 1974 14-day tour of Malaysia, taking in Singapore, Kuala Lumpur and Penang.

May 17 this year marks the beginning of a hectic few days for Capt. Brown. On the following day the RNFA annual meeting precedes the annual meeting of

the Combined Services FA, at which one of the topics to be discussed will be the disappointing support for last month's Naafi Jubilee Cup competition, won by the Army side from the RCT Training Centre, Aldershot.

Four days later the problem will be discussed at a meeting attended by representatives from the three Services, Naafi, and Watney Mann, the company which each year gives £1,000 to cover the tournament costs and help finance Service football associations.

### SOCCER

# well!

tive unit. It is wrong to think of golf as purely an individual sport — teamwork is just as important as in any other sport.

Next representative matches are the Inter-Command Match Play Tournament at Royal Cinque Ports, Deal, (May 15-17), followed by representative matches against the Civil Service at Fleet on May 22 and Royal Mid-Surrey on May 28, the last two matches before the Inter-Services competition at Hayling Island, starting on June 19.

#### RESULTS

Royal Navy 8½, Dorset 6½ — foursomes: RN 2½, Dorset 2½; singles: RN 6, Dorset 4.  
Royal Navy 10½, Dunbartonshire 4½ — foursomes: RN 3, Dunbartonshire 2; singles: RN 7½, Dunbartonshire 2½.

But it's  
not  
good  
enough  
says a  
reader

## How to grab the gravy, golfwise...

Despite the Navy's golf successes so far this season, one Navy News reader has written in controversial terms to put forward the view that the sport is not given enough encouragement in the Service.

Under the pen-name of Fairway, and with the admitted twin aims of "stirring the pot" and promoting the game, he writes: "No wonder the Navy is so completely eclipsed both by the other Services and by the golfing fraternity at county level.

"Everybody in civilian life knows that golf is booming — but what does the Navy do to grab a little of the gravy? ... Very little."

#### REDUCED FEES

Fairway goes on to point out that one Service establishment — RNAS Culdrose — has "made an effort" and, after a decade of struggle, has a recognized golf club affiliated to the England and Cornwall Golf Unions.

The club has a nine-hole, par 70 course served by 18 tees with a standard scratch score fixed at 69, and a playing membership of 80 at £2 a year, confidently expected to exceed 100 this season, he says.

"The club pays a block subscription for reduced green fees at a local club and the tools of the trade can be hired for 10p per day for those transients who have no clubs with them.

"Regular golf instruction courses are run under the auspices of a well-known local professional and everything is done to encourage the beginner to reach a standard which makes the game really enjoyable."

The club's annual programme includes home and away matches with other Cornish clubs, and five major trophy competitions culminating in the Culdrose Golf Championship.

"However, much remains to be done. Although the course was designed and laid out by a golf course architect it was done on a shoestring and now the club is

endeavouring to enlarge and improve the greens.

"So if the R.N.G.S. really wishes to encourage the Navy (sic) Culdrose Golf here is a wonderful opportunity to indulge its aims, listed in para 2 of DCI T129/73."

#### Navy's eight for France

Eight Navy players were in the Combined Services rugby side which met the French Armed Forces at Pau in the South of France on April 29. The XV was captained by Sub-Lieut. Trevor Gatehouse and accompanying him were Sub-Lieut. G. Fabian, PO G. Jones, Marine J. Davies, RA J. Ackerman, Sgt. D. Pulford RM, Sub-Lieut. R. Langton and AB C. A. Miller.



The naked truth about life on board the Adventure ... NEA(H) Harry Atrill (HMS Excellent) in charge of the plumbing, gives PO Dave Bull a salt-water shower on the yacht's foredeck during crew selection trials in the Channel.

## Caught with his pants down! — 1

Keenness took on a new meaning when it was revealed just what volunteers were prepared to face to get a place in the crew of the Royal Navy yacht Adventure for this year's Whitbread Round-the-World Race.

Salt water showers with liquid shampoo (water temperature 50F) are only half the story as round-the-world conditions have been simulated. Closer to real hardship circumstances has been the rationing of water — and beer (whether this has the concurrence of the sponsors is not disclosed!)

#### Selections

By the end of April nearly 200 volunteers for the race had been given trials in Adventure, Merlin and Marabu, and about 60 had been short-listed for further trials.

The names of those selected to form the four crews and the reserves were due to be announced in the middle of June after another series of trials. Then comes a work-up period for each crew, with each one competing in an offshore race.

Of the original 300 volunteers some opted out, some were not available and some could not be released for trials. The 200 trialists represent a complete cross-section of officers and ratings of all ages and sailing experience.

With Adventure Sail Training starting in earnest this year, this has been an ideal opportunity to catalogue some of the experience available in the Royal Navy and Royal Marines as well as to give many young officers and ratings a brief insight into sailing yachts in offshore waters.

Each week since the start of February, Adventure, followed in March by Merlin and Marabu, have embarked ten trialists and, after two days' hard sail drills, gone offshore for four days.

All sorts of weather have been experienced, from gales to foggy calms and the crews have been subjected to a gruelling programme.

With Adventure hoping to steal a march on her competitors in these trials, it is good to record that, despite the hardships imposed, competitors for the crew appear as keen for their places as ever.

## Caught with his pants down — 2: The British dinghy sailor

### OLE! RNSA GO SPANISH ON OLYMPIC TACK

The Royal Naval Sailing Association has bought three Spanish-built 470 dinghies to give top-class dinghy helmsmen the chance to get to grips with the new two-man craft for the 1976 Olympics.

Choice of this boat instead of the Fireball for the Olympics has caught the British dinghy sailor with his pants down because there are barely 90 of the 470 class in use in the UK, compared with about 30,000 on the Continent. So there is terrific leeway to be overcome to make any showing in Toronto in three years' time.

The RNSA boats, reckoned to be the best so far built, should enable members to get a lap ahead in the competition for a place in the next Olympics.

Two will be based in the Portsmouth area, probably to be raced from Warsash, and the third will be based at Plymouth.

The boats are available on a charter basis — preferably to syndicates, to spread the experience. Members interested should write to Lieut. J. Storey, HMS Dolphin, for the Portsmouth boats, and to Capt. P. Cobb, HMS Defiance, for the Plymouth dinghy. Applicants, quoting RNSA membership number, should be of at least "advanced" helmsman standard.

Incidentally, names of the new boats are Forlyn, Forsara and Forliz — the second syllable in each case being the name of a lady connected with the RNSA office!

# TEAMSMANSHIP

—That's the spirit!

#### HOCKEY

last year's championship-winning side, a squad of 16 was named and it was decided to adopt the 3-3-4 system — which, with one or two minor team changes and the growing team spirit, began to work.

This became evident in the team's last few games before the Inter-Services competition, including a 2-2 draw with Bowden and 2-1 victories against Surbiton and Tulse Hill. Earlier results included a win against Purley.

#### TIGHT

So the Navy side went into the Inter-Services competition at its peak for the second year in succession — and scored a 5-2 victory over the Army at Portsmouth, the Navy's biggest win in this match since 1911.

After the R.A.F. beat the Army by the same score the championship was decided in a tight game in which the Navy forwards never looked as dangerous as they had against the Army.

The Navy's goal in their 1-2

defeat by the R.A.F. was scored by Sub-Lieut. N. O. Preston-Jones.

One of the sharpest Navy forwards in this match was Second Lieut. Robin Martin, R.M., who was selected for the final Welsh national squad. Another outstanding performance was by CPO Ron James, who played for the Combined Services this year with Lieut. Roger Hutchings, and who has decided to retire from the hockey scene.

However, most of the relative success of the team is due to the skipper, Lieut. Bruce Trentham, whose guidance has led to the Navy winning three of its last four Inter-Service matches.

#### Manadon sail away with it

Host team from the Royal Naval Engineering College, Manadon, won all their races to emerge clear victors of the first Inter-Service Colleges dinghy week-end at the R.N. and R.M. Sail Training Centre on Plymouth Sound.

Question: What have swimming, water polo, fencing, squash, modern pentathlon, hockey, athletics and show jumping in common?

Answer: They are all sports in which CPO Eric Adlam SPTI, who is leaving the Service after more than 24 years, has represented the Navy.

His sporting career started at the age of 17 and since then he has represented his Command at all these sports, plus badminton, being twice Navy modern pentathlon champion and four times ratings squash champion, and having captained the H.M.S. Daedalus hockey team to a hat trick of Navy Knock-out Cup wins in the Sixties, a record which remains.

In March he was appointed a Combined Services hockey

He's Mr.

Versatility!

umpire grade one star, the first naval rating to reach the status for many years, and also nominated to umpire the R.A.F. v. Army game, a fine achievement in the first year at that grade.

CPO Adlam, whose last Service appointment was as the Chief Staff Instructor at H.M.S. Ganges, takes up civilian life with a job at Crawley New Town's new sports centre.

#### FIXTURES

##### MAY

3 — Hockey: BAOR Festival (four days), Rheindalen.  
5 — Fencing: RN v. Wales, Portsmouth.  
12 — Judo: Inter-Services Championships, RAF Stanmore.  
14-15 — Fencing: RN Fencing Championships, H.M.S. Daedalus.  
16 — Athletics: RN v. Cardiff College v. St Luke's, Portsmouth.  
19 — Fencing: RN v. Royal Marines, H.M.S. Daedalus. Rowing: Inter-Services Regatta, Holme Pierrepont. Aquatics: RN v. Oxon v. Bucks, H.M.S. Temeraire.

24 and 25 — Cricket: Inter-Command Tournament, Portsmouth.  
30 — Fencing: RN v. Civil Service, London.

##### JUNE

1 — Tennis: RN v. Oxford Penguins, Oxford.  
1 and 2 — Cricket: RN v. Incogniti, Portsmouth.  
3 — Tennis: RN v. Hurlingham, Hurlingham.  
6 — Fencing: Inter-Services Championships, H.M.S. Daedalus.

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# CANAL FLEET SETS SAIL

The Royal Navy is sailing into the Midlands again this summer with its fleet of four miniature warships bound for a 3,000-mile cruise of the Inland Waterways.

The ships are scaled-down versions of the real thing, with superstructures mounted on traditional canal narrow boat hulls, 60 feet long by seven feet beam.

Two of the miniatures are frigates, carrying small pictorial exhibitions showing the role of the ships, the life which sailors lead, conditions in the Service, and career prospects.

Aboard the "guided-missile destroyer" and "Polaris submarine," the interiors have been fitted out with equipment from warships, the submarine for instance having a periscope which was made in 1942 for wartime midget X craft.

## WINTER WORK

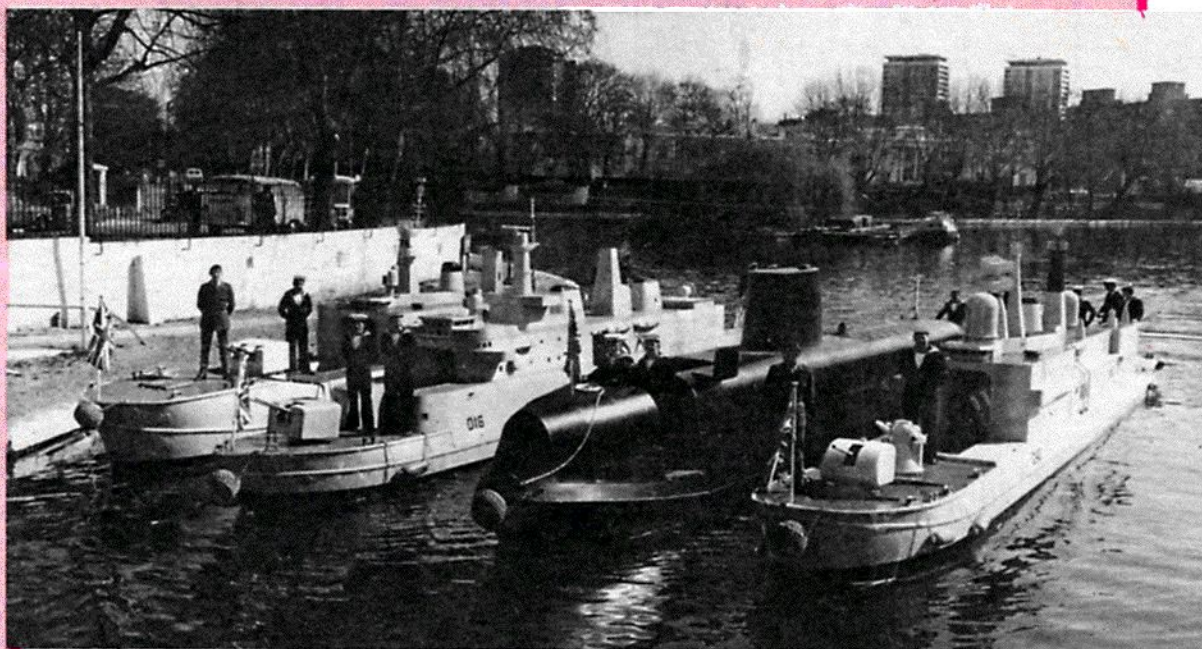
Work on the miniature fleet has been carried out during the winter by employees of the British Waterways Board, with the co-operation of Cdr. Ken Robertson, Lieut.-Cdr. Len Dreier, Lieut. Les Pollard, CPO Bob Fray, CMEM Spike Hughes, and CMEA(P) John Barley.

Commanding the fleet is Lieut.-Cdr. Jimmy Green, his crews being drawn from ships in commission and able to talk to inquirers about their own experiences.

Birmingham, Gloucester, Oxford, Peterborough, Nottingham, and Stratford-on-Avon are among the towns and cities to be visited.

# SETS SAIL

"Are they going to make a film?" asked interested spectators when the Royal Navy's canal fleet of miniature craft were "on parade" at Little Venice — that charming waterside centre in the heart of London. The ships create enormous interest wherever they go, and are much in demand for waterways rallies.



## Prince moves to survey ship

Before H.M.S. Minerva went to Bermuda for a three-week maintenance period, Sub-Lieut. the Prince of Wales transferred to the survey ship H.M.S. Fox, which is carrying out hydrographic work around the West Indies island of Antigua.

However, while his Minerva shipmates were having a break at Bermuda, the Prince was granted "station leave" to spend a few days with Earl Mountbatten on Eleuthera Island in the Bahamas.

Afterwards the Prince was returning to Antigua to go to sea in the Fox.

The survey ship was involved in an attempt to refloat the Swedish freighter Ariadne, 55,000 tons, which went aground on a reef near Antigua. Also helping was H.M.S. Fawn and a number of tugs.

Prince Charles will be returning to H.M.S. Minerva in mid-May — as acting lieutenant with effect from May 1.

## Swiftsure is commissioned

The Royal Navy's seventh nuclear-powered Fleet submarine, H.M.S. Swiftsure, was commissioned on April 17 at Vickers' yard, Barrow-in-Furness.

The Swiftsure was launched in September 1971 by Lady Pollock, wife of Admiral Sir Michael Pollock, the First Sea Lord. They were among the principal guests at the commissioning.

On the same day, a party was held at the Clyde Submarine Base in celebration of the tenth anniversary of the commissioning of H.M.S. Dreadnought — Britain's first nuclear-powered submarine.

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## NEW CRUISER

(Continued from Page 1)

These capabilities alone mark out the through-deck cruiser as the most heartening news for years in maintaining a powerful and balanced fleet, but it is the "bonus" of the jump-jet operation which fires the imagination as a leap into an exciting new phase of aircraft development.

Ultimately the new class of through-deck cruiser could each carry a squadron of Sea King helicopters and a squadron of

VSTOL aircraft. No indication has been given on the number of these ships which would be built, but "more than one would be necessary for effective operation."

The new cruiser, H.M.S. Invincible, will be the sixth British warship to bear the name. It will be built by Vickers Ltd., at Barrow-in-Furness, and have Rolls-Royce gas turbine engines of the type used in Concorde.

Published by the Navy News, R.N. Barracks, Portsmouth, and printed by Portsmouth & Sunderland Newspapers, Ltd., The News Centre, Hilsa, Portsmouth.

## Old and new for the big Air Fair

The biggest public display by the Fleet Air Arm in 1973 (except for naval air days) will be at the Biggin Hill Air Fair in Kent on May 18, 19, and 20.

The accent this year will be on rotary-winged aircraft, together with the first public airborne and static display of all three ex-front line aircraft of the Royal Navy Historic Aircraft Flight — the Swordfish, Firefly, and Sea Fury.

Sixteen Wessex V helicopters of 845 Naval Air Squadron will launch a massive assault on a fort with scores of Royal Marine commandos, Army 105 mm guns and equipment, plus all the additional bits of paraphernalia of a modern fast-moving military action set against a battlefield backdrop of thunderous noise and coloured smoke.

In addition will be a combined anti-submarine action with Sea King and Wasp helicopters and dummy submarine.

The Royal Navy enclave will comprise a static aircraft park of Swordfish, Firefly, Sea Fury, Sea King, Wasp, Wessex Mark V, and Hiller.

Alongside will be the Fleet Air Arm Exhibition contained in a large "air house" and the 40-foot travelling model of the carrier H.M.S. Ark Royal, which may be used as a rostrum for parading the finalists in the Miss Air Fair Competition 1973.

Memories for every naval man who has ever been to Hong Kong are recalled by this contingent marching along Lockhart Road in the Wanchai district.

The guard of 26 ratings and three officers were from H.M.S. Brighton to take part in the Colony's Queen's Birthday Parade, in which they headed more than 800 Service representatives and police.

The temperature soared to 85, but the heat did not prevent the frigate from receiving a pat-on-the-back from the Governor and the Commander British Forces on the "excellent performance of the guard."

## MARCH OF MEMORIES

Responsible for training the R.N. contingent was Petty Officer (GI) William Buchan, whose wife Isabel and family live at Portsmouth.

Guard personalities were Lieut. Peter Cox (in command), Lieut. Philip Morton (colour officer), and Leading Steward Cliff Snelling and Leading Seaman Michael Pitcher (colour escorts).



## The loners of Gough Island

The seven lone inhabitants of Gough Island in the South Atlantic, 500 miles south of Tristan da Cunha, had their first visit in a year from the outside world when H.M.S. Rhyl anchored on April 13.

After climbing a 50-foot cliff, a landing party were greeted by the seven islanders — members of a meteorological team. Making sure that the met. men had all they needed, the party returned to the frigate.

Next day, the Rev. Peter Warland, padre of the 2nd Flotilla, went ashore and conducted an inter-denominational service. The Rhyl is on her way to the Far East.